

CYCLE NEWS

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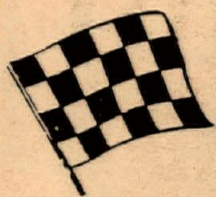
"NEXT YEAR, VERN, YOU'VE GOT TO GET A SIDECAR IF WE'RE GOING TO ENSENADA!" Actually, Vern Selby and the Ace of Clubs M.C. Drill Team didn't ride like this all the way on the El Tour Grande. They were snapped by photographer Joe Lopez last year rehearsing for the Drill Team precision riding performance that will again be the climax of the Grand Parade. For details of the Tour this November 4 & 5 see the ad on page 19.

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-8431

CYCLE NEWS

NEWSPAPER

NATIONAL CALENDAR OF EVENTS



RACING- IT MAKES THE WORLD BETTER



1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

Nov. 4 Ascot T.T.
10 Ascot 1/2 Mile (final)

EVERY THURSDAY NIGHT

A.C.A. SANCTIONED T.T. & SHORT TRACK RACES at new Trojan Speedway, located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. Jr. & Sr. classes. Professional, 40% guarantee. Pits open at 5 p.m., races at 7:30 p.m. Two classes - 100cc & 250cc. Any license okay, ACA, AMA, AFM, etc.

EVERY FRIDAY NIGHT

AMA CLASS C HALF-MILE at Ascot Park, 183rd and Vermont, just off the Harbor and San Diego Freeways in Gardena. Novice, Amateur, Expert professional dirt track riders. Practice at 7 p.m., first race at 8:15.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, \$10.00 per student. For information call Bob Braverman at (213) 785-2421.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

1st & 3rd SATURDAY

PROFESSIONAL INDOOR SHORT TRACK at Minneapolis Armory, Minneapolis, Minn., starting Sept. 16 and continuing all winter. AMA 3-Star minimum. Public admitted 7 p.m., time trials 7:30 p.m. Advance tickets \$1.50, \$2.00 at door. For rider information contact T.C. Pro-Cycles, P.O. Box 5100, Minneapolis, Minn. 55406.

EVERY SATURDAY NIGHT

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. \$1.25 admission, \$2 to ride. 150 entries maximum. 4 hour show.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

FRIDAY, NOV. 17, 24, DEC. 1, 8, 29, JAN. 5, 19, 26, FEB. 2, 9, 16, 23 & 24 (Sat.)

INDOOR SHORT TRACK- San Jose, Cal. Exposition Bldg, County Fairgrounds. Promoted by Barkhimer Assoc. Free parking. Asphalt oval. Purse: \$450 plus 40% over \$2200 gate. \$50 per week to hi-point rider at end of season.

SAT. & SUN., OCTOBER 28 & 29

14th ANNUAL DEATH VALLEY TOUR, advance entries only, \$3.00 per person, \$1.50 children under 12, close Oct. 14. Bring food, sleeping bags and other camping equipment, win one of 100 new-type trophies. AMA registration booth will be open at Furnace Creek Ranch on Sta. from 1-5 p.m. and Sun. 9-10 a.m., free AMA award. No car entries accepted.

4th ANNUAL BANNER GRADE RUN by Artesia Pioneers. Call (213) 425-5321 for more information.

NOTE: Mail entries for the Dirt Diggers Gran Prix to be held at Hopetown on November 12 are filled in the 250 Novice class. No more will be accepted for that division.

SUNDAY, OCTOBER 29th

TT SCRAMBLES presented by Lions M.C. at Dehesa, Calif. Practice at 9:30, racing at 10:30 a.m. Hwy. 80 to Harbison Canyon Rd., then follow the signs.

SCRAMBLES by San Rafael M.C. at San Rafael, Calif. For more info contact San Rafael M.C., 933 Francisco Blvd., San Rafael, Calif. 94901.

SCRAMBLES by the King City Wheelers M.C. of King City, Calif. AMA sanc., all classes, Class C traction. Practice 10 to 11:30 a.m., races at noon. \$2.00 to ride, \$1.50 to watch. At King City Fairgrounds, King City, Cal.

TEHACHAPI RELAY ENDURO SCRAMBLES by Hi-Jinx FMC. Trail gearing only. All riders must have partners. Max. 125cc per bike, teams limited to 225cc max. 4 loops around a 16-mile course. Entry fee \$5.00 per team. Take Golden State Fwy. to Palmdale turnoff, go past Lancaster, turn left at first signal in Rosamond. From that signal follow the line.

HILLCLIMB by Eastside M.C. at Cycle Hills, Uvas Dam in Morgan Hill, Calif. Sportsman AMA sanc., all classes from 200cc up. \$1.50 to ride or watch, kids under 12 free. Man miles trophy. Practice 9:30 a.m., 12 noon start.

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

SUNDAY, OCTOBER 29th

18th ANNUAL DIST. 37 CHAMPIONSHIP HARE & HOUND by Rams M.C., lined from Wagon Wheel on Hwy. 14, starts near Hart's Cafe. Starting time 10 a.m., entry fee \$4.25. Sidehacks welcome. For further information call (213) 367-2897.

POKER RUN for all size bikes, hosted by the Ridge Riders Trail Club, Inc. at Ballinger Canyon in Cuyama Valley, Calif. Riders meeting at 9 a.m., start at 10 a.m. Two beautiful Sweepstakes trophies and many fine poker hand trophies to be awarded. Dry camp. Spark arrestors required. Donation \$2.50. For more info call Oak View, Calif. 649-1960.

AFM PROFESSIONAL ROAD RACES at Antelope Valley Raceway, \$100 for first place. Admission \$2.00, practice 10 a.m., first race 1 p.m. On Hwy. 138 near Pearblossom, Calif.

HARE SCRAMBLES at Three Rocks, 15 mi. south of Mendota, Calif. Presented by Pathfinders M.C. Approx. 125 miles, spark arrestors mandatory, gas 60 mi. out on course. Entry fee \$2.50, AMA sanc., good trophies. Refreshments and restrooms. Starts at 11 a.m. sharp. Lined from Hwy. 33 to course.

2nd ANNUAL BIG FOOT ENDURO By Trinity Trailsters. Start and finish at Burnt Rnch, Calif. on Hwy 299 lined from Willow Creek. Approx. 100 miles. First rider out 9:01 a.m. PST. Legal mufflers, \$3.00 entry fee. Entries close midnight Oct. 24. Mail to Trinity Trailsters, P.O. Cox 177, Willow Creek, Calif. for info call Gene Harpe at 629-2411.

MOTO-CROSS at Lodi Cycle Bowl, Lodi, Cal. Three 15-lap events in each class - 200 Am. & 200 Exp.; 250 Am. & 250 Exp. Signup 8-10 a.m., qualifying heats at 11 a.m. Racing starts at 1 p.m. rain or shine. Big rough course, water hazard, traction tires only (no chains). Admission \$1.50 to ride or watch.

FRIDAY, NOVEMBER 3rd

ANTELOPE RAMBLERS & SHAMROCKS TROPHY PRESENTATION will be held at the American Legion Hall, 5730 Cahuenga Blvd., No. Hollywood, Calif. Time 8 p.m. Refreshments and live music.

SATURDAY, NOVEMBER 4th

1st ANNUAL INTERNATIONAL SNIPE HUNT, at California City, Calif., sponsored by Parks and Recreation Dept. Purpose to capture snipes for scientific study. No firearms, weapons or trapping devices permitted, only flashlight and gunny sack. For more info contact Roy Savage, Jr., Director of Parks & Recreation, Box 426, California City, Calif. Phone: 373-4884.

TELL THEM YOU SAW IT
IN CYCLE NEWS

JC AGAJANIAN PRESENTS

T. T. RACING

AMA SANCT.

NOVEMBER 4

20-LAP CALIFORNIA STATE CHAMPIONSHIP

PRACTICE **7p.m.** RACES **8:15 p.m.**

FLAT TRACK RACING

AMA SANCT.

EVERY FRIDAY

7p.m. PRACTICE 8:15p.m. RACES START

★ ★ ★ ★ ★

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Every week
Racing Results



NOVEMBER 1st-4th

TIJUANA TO LA PAZ RALLY sponsored by the National Off Road Racing Assn. Classes for two wheels and four. For further info contact NORRA, Inc., 19730 Ventura Blvd., Suite 6, Woodland Hills, Calif. or call John Lawler (213) 883-4140.

SAT. & SUN. NOVEMBER 4 & 5th

ENSENADA POKER TOUR—Spons. by Cycle News. 5-card poker run from Tijuana to Ensenada, 65 miles. Dances, cockfighting, fireworks, fishing derby, motorcycle parade, custom contest, silver souvenir pins to each entrant. Mail name, address and \$2.50 for each pre-entry to Cycle News, Box 498, Long Beach, Calif.

SUNDAY, NOVEMBER 5th

AFM ROAD RACES, 1st professional event at Orange County Int'l Raceway, \$500 purse. Admission \$2.00, practice 10 a.m., first race 1 p.m. Located off Santa Ana Fwy. at San Canyon Rd. 50-MILE SCRAMBLES by Sage-Hoppers M.C. of Encinitas, Cal. 2nd Annual "Brush Bash." Lined from Interstate 5, Encinitas, and San Marcos Rd. Lunch-wagon, heads and ambulance. Parade lap 9 a.m., first race 10 a.m., 100cc all classes. Second race Noon, Experts all classes except 100cc. Third race 2 p.m., all Novice classes except 100cc. AMA sanc., Dist. 38 point event. \$3.00 entry, no admittance charge. For info call Bob Gooding 753-2907.

HARE SCRAMBLES presented by the Kern Co. Trailblazers, 1st Annual "Monster Run." Banner drops at 11 a.m. for 70 miles of fun. Lined north from intersection of Hwy. 33 & Hwy. 46 (Blackwell's Corner). Lined south from Devil's Den. Dist. 36-A AMA point run. Call (805) 746-4058 for further info. Spark arrestors will be required unless it rains.

INTERNATIONAL MOTO-CROSS at Aztec Park in Sedan, Kansas. PAR-FIM sanction, 1 1/2-mile course, National and Int'l. classes. Money and trophies. Also trials the day before. Concessions, rest rooms, etc. Contact William D. Grapevine, Pres., PARA, P.O. Box 359, Sedan, Kansas for entries and more info. Entries close Oct. 21.

HARE SCRAMBLES at Palmdale, Calif. presented by the Hi-Jinx FMC. Not an endurance test but a test of skill. Thrilling 1-1/2-hr. jaunt over hill and dale. Riders meet at 9:30 a.m., race at 10 a.m. Entry \$3.00, 125cc max. Take Palmdale Fwy. to Ave. S, left on Ave. S and follow the lime. Come win a trophy.

SCRAMBLES SCHOOL—Learn how to ride like the experts. Lessons in scrambles & TT technique taught by District 37 top racers. Group and individual instruction plus practice races. \$10 per day, bring own scrambler. Perris Track, near Riverside, Calif.

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. Start at 10 a.m., trophies to 50% of entries, presented after race. Finishers eligible for merchandise drawing. AMA Dist. 37 rules apply. Minors bring notarized statement of release from parents. 15 miles east of Lancaster, Calif. on Ave. J.

SUNDAY, NOVEMBER 5th

JACKASS ENDURO by Foothill Hawks M.C. Lined from Red Mountain. Start, noon check and finish at Red Mountain. Approx. 110 miles. Lic. and muffler optional. First rider leaves at 8:01 a.m. 100cc B riders finish at noon check. Mail entries close midnight Oct. 22, entry fee \$4.00. Mail entries to Foothill Hawks, 7813 S. Blackford Ave., Whittier, Calif. Post Entries \$5.00.

EUROPEAN SCRAMBLES at Deadman's Point, by the Desert Challengers. \$3.00 entry, 3 separate 1-hour races, approx. 30 mi. No affiliation required, trophies to 40% of finishers. Trailbikes 10 a.m., small bikes 11:15 a.m., big bikes 12:30 p.m. Turn off Hwy. 66 St Lucerne Valley cutoff, go east to Hwy. 18 in Apple Valley, Calif.

NOVEMBER 11th and 12th

DIRT DIGGERS 9th ANNUAL GRAND PRIX and 2nd International Moto Cross. Entries open Sept. 15 and close midnight Oct. 23. Mail entry only. \$100.00 post entry fee. All classes. Start position determined by postmark. Limited number.

SUNDAY, NOVEMBER 12th

POKER RUN, 1st Annual Tiger Tour presented by El Tigres M.C. AMA sanc., RRC point run. Starts from Paul's H-D, Alondra & Lakewood in Bellflower, Calif. Starting time 8:30 a.m. Trophies, check point, everyone welcome. For more info call (213) 634-2356.

TT SCRAMBLES at Eastside Cycle Park, Tucson, Ariz. Calif. riders always welcome. Come early and race all day. Practice 9 a.m. til Noon, races Noon to 4 p.m. For more info contact Eastside Cycle, Inc., 4940 E. 22nd St., Tucson, Ariz. Call EA 7-6902.

21st ANNUAL COWBELL DERBY, endurance run by the Hayward M.C. AMA sanc., approx. 125 miles. Entry fee \$3.00 no post entries, lots of trophies. Start and finish at Upper Lake, Calif., no end of Clear Lake on Hwy. 20, 20 mi. east of Ukiah on U.S. 101. Entries close Nov. 8, send to Ralph Arbitelle, 22070 Montgomery, Hayward, Cal. 94541 or call (415) 581-9225 for more info.

SAT. & SUN., NOV. 17th & 18th

GRAND PRIX AND INTERNATIONAL MOTO CROSS Presented by the Prospectors M.C. AMA and ACA sanction. Dist. 37 TT Points. 100cc-250cc run Sat. Nov. 18, Big Bore Sunday Nov. 19. First event 9:00 a.m. both days. Mail entry only. Entry \$5.00. Postmark determines start position. Limited entry. Entries open Oct. 15 and close midnight Nov. 10. Freeway all the way to L.A. County Sheriff's Honor Ranch on Hwy 99. Lined for approx. 5 miles off freeway. 30 minutes from downtown L.A. Good spectator course. Ambulance and concessions available. Free Hodaka given on Sunday. Souvenir Pins. Mail entries to Prospectors M.C. 220 E. 64th Place, Inglewood, Calif.

SUNDAY, NOVEMBER 19th

BATTLEFIELD ENDURO, 2nd Annual event by Mississippi Enduro Team at Vicksburg, Miss. Top Southern states riders challenge top Northern states riders for Top Team Trophy. AMA sanc., 3 riders make a team. Trophies all classes, 7-ft. top rider trophy. Six riders make a class. AMA card, mufflers & license plates mandatory. Run starts at Honda Shop, 2424 Clay St., Vicksburg, Miss. at 9 a.m.

SUNDAY, NOVEMBER 19th

HARE SCRAMBLES by Hi-Jinx FMC at El Mirage, Calif. Dry Lake Bed. 50-mile ride in approx. 10-mile loops, 125cc max. Riders meet at 9:45 a.m., race at 10 a.m. Entry fee \$2.50. Take Barstow Fwy. past Summit Inn to Adelanto turnoff. In Adelanto go left at El Mirage turnoff (posted) and follow the lime onto the lakebed. Trophies to top places.

ANNUAL HARE SCRAMBLES by Polka Dots M.C. at Wilseyville, Calif. (Schad's Resort). Lined and arrowed from Jackson, state Rt. 88. Spark arrestors required, AMA sanc., rain or shine. \$2.00 to ride, \$1.00 to watch, refreshments and rest rooms. A & B classes 0-100cc, 101-250cc, 251-Open, Sidehacks. Perpetual trophies.

FRIDAY, NOVEMBER 24th

LEGISLATIVE MEETING at the San Franciscan Hotel in San Francisco, Cal. Open to all Calif. M.C. dealers, this special seminar is hosted by the International Sport-Cycle Foundation. Guests will include Assemblyman John Foran and Sen. Randolph Collier, who wish to work out differences with the motorcycle industry before next year's session. Dealers, here's your chance. For more info contact Ted Long, Director, Cycle Foundation, P.O. Box 5945, San Francisco, Calif.

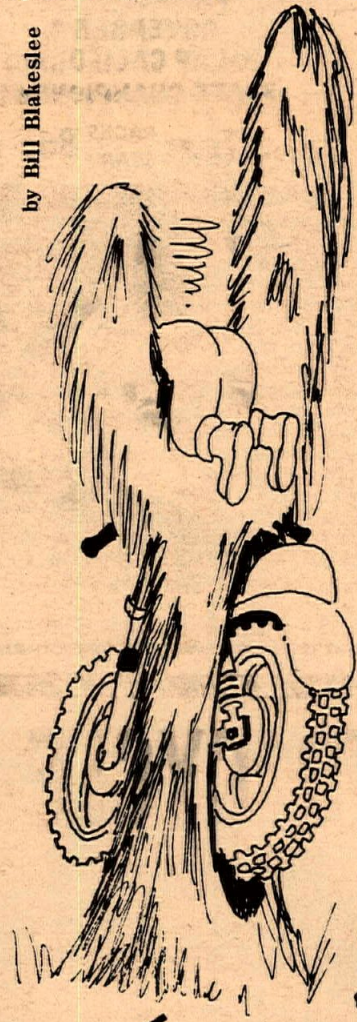
NOVEMBER 23rd-26th

CYCLE '68 MOTORCYCLE SHOW, presented by International Sport Cycle Expositions at Brooks Hall in San Francisco's Civic Center. Held during official Calif. State Cycle Week Nov. 2-5. Hours 4-11 p.m. Nov. 2 & 3; 11 a.m.-11 p.m. Nov. 4; 11 a.m.-11 p.m. Nov. 5. Adults \$2.00, children under 12, 75c. Featuring customs, antiques, racers, movies, door prizes including free motorcycles, Evel Knievel's opening night jump in Civic Center. Also introduction of '68 models, Civic Center GP by AFM's GP and sidecars, and continuous indoor bicycle racing on closed course.

SAT. & SUN NOVEMBER 25th & 26th.

3rd ANNUAL INDIO MOTORCYCLE TOUR sponsored by Pacific Coasters M.C., cosponsored by IndioChamberofCommerce

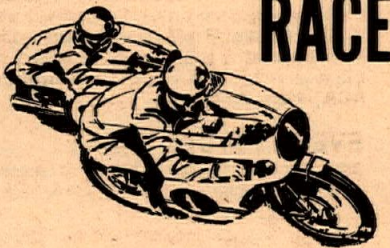
by Bill Blakeslee



ANTELOPE VALLEY GRAND

Beat the crowd
at Riverside

PRIX SUN. OCT. 29 AFM ROAD RACE



PROFESSIONAL ROAD RACING
\$500 PURSE - AFM SANCT.
Orange Co. Intl. Raceway
NOV. 5th

DEPT. of CORRECTION

Good thing we publish a new paper every week. I'd sure hate to see our mistakes go uncorrected for a whole month like some of our contemporaries in the publishing field. Hearken back to last week's Orange County International Road Race report titled "Grand Prix Stops Traffic." In the first place, Steve McLaughlin, the racer who stopped the freeway flow temporarily, did it in practice during the week prior to race day. He did not end up ON the freeway, but the car drivers crashed anyway. Also #111 in the picture on page 7 who won the 500cc event was of course, Don Vesco, not Ron Grant.

LAST 2 POINTS RACES CLIMAX AFM SEASON

Oct. 29 & Nov. 5th

Antelope Valley Raceway will roar to a special 250cc to 1000cc combined battle with Yamaha-mounted Ron Pierce meeting 650 Triumph-powered Jim Deehan in a David & Goliath contest at the next-to-last AFM points race October 29th. Antelope Valley track is located on Pearlblossom highway slightly west of Hwy 138.

The AFM climax will be the race of the year at Orange County International Raceway, just off the Santa Ana Freeway near El Toro, Calif. Nov. 5th. Ron Grant, Art Baumann and Ron Pierce will dice it out in the grand finale of a very close 250cc points race. All other classes will compete on the two tricky, fast pavement courses.

INDOOR SHORT TRACK COMES TO SAN JOSE

Put these dates in your pocket for future reference—

NOVEMBER 17, 24,
DECEMBER 1, 8, 29,
JANUARY 5, 19, 26,
FEBRUARY 2, 9, 16, 23 & 24.

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Publisher and Advertising Manager
..... Charles C. Clayton
Business Manager... Sharon Clayton
Circulation Mgr. ... Gaye Thomason
Editor..... Carol Sims
Photo Editor..... Dennis Greene
Editorial Assistant... Robert Bradford
Advertising Asst. ... Lynn Lancaster

Published weekly except the first
and last week of the calendar year
by C&S Publishing Co., Post Office
Box 498, Long Beach, California.
Second Class postage paid at Long
Beach, Calif.

Serving all the West

Editorial stories, cartoons, photos,
etc. are welcomed and will be paid
for upon publication (except press
releases and "Voice" letters.) Ad-
dressed, stamped envelope assures
return.

Single copy price 25¢
Subscription: One year 2nd class
Mail \$7.50

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RESPONSE TO 350cc SURVEY

ONE FOR: 123 AGAINST!

When Cycle News asked its readers to submit their opinions, pro or con, on the upcoming 350cc engine displacement limit for Class C professional AMA dirt track racing — they responded! Our "Opinion Poll #1" (Oct. 12 issue) has snowed us under with replies from all over the country. And, at presstime, the tally of votes shows an astounding amount of opposition to the measure. There have been a total of 124 responses — one for, 123 against!

The one vote in favor of the 250 rule came from Chico, California. "Bring more manufacturers into view, stop Harley domination, also 500cc parts hard to get and 350cc already just as fast," stated the writer.

A sampling of the majority (against 350 rule) opinions included the additional comments:

"The 350 limit rule will doom the AMA. Other sanctioning bodies will spring up to sanction the 750's and 500's." — Kingsport, Tenn.

"I go to Ascot regularly and Sacramento yearly. If the AMA goes to 350's I'll write off flattracking completely. Why not go to 750's? Harley could always shrink the XLCH engine or put overheads on the KR's." — Huntington Beach, Cal.

"For some events and at some locations, it might work. But not all over." — Baton Rouge, La.

"I'm not exactly enthused about riding and maintaining an exotic 350cc two-stroke." — Renton, Wash.

"This will cause a big loss in riders, spectators and promoters." — Baltimore, Md.

"Makes for better racing the way it is now. A 25-year race fan from Ed Kretz to Gary Nixon." — Merced, Cal.

"We go to hear the big bikes run. The AMA might slowly start a 350 class and see how popular it is." — Redlands, Cal.

"If J.C. and the AMA think I'm going to pay \$2.50 every Friday to hear ring-dings, they're wrong." — Los Angeles, Cal.

"I am an avid Class C fan. In trying to read and keep up with the reasons of the AMA for doing this I have not been shown valid reasons for such. Ugh." — Concord, Cal.

"What's in it for anyone to adopt this rule?" — Los Angeles, Calif.

"Would favor two-strokes and expensive machinery and eliminate many good riders with little money. Would not help heavy touring at all (development-wise)." — Los Angeles, Calif.

"I would like to see a 500 limit including H.D." — Phoenix, Ariz.

"The class should be increased to 650cc for all bikes in the class, regardless of

make or type." — Holbrook, Ariz.

"The proponents for this change and the reasons for it have not been presented. I don't understand why we should change when no one seems to be for it." — Louisiana, Mo.

"Anyone with any intelligence can see that the forthcoming ruling will kill professional racing." — Modesto, Cal.

"Either let Triumph, BSA, etc. run 45 cu. in. or make Harley-Davidson run 30.50 cu. in." — San Martin, Cal.

"I probably won't go to see any 350cc races." — La Puente, Cal.

"As a rider, I would like to see a 750cc limit and no sidevalve stipulation." — Chatsworth, Cal.

"If they changed I will join any other association which allows use of my thousands of dollars worth of 750cc equipment." — Hayward, Cal.

"I think it should be left to the individual rider, and to the spectator." — Norwalk, Cal.

"This was proposed in the interest of safety, but there are going to be a lot of riders hurt before they learn how to ride and 'sort out' new 350's." — San Francisco, Cal.

"This wild 350-only idea has to be stomped out this year for sure. The riders are violent on this." — Madison, Wisc.

"It is an extremely bad idea. As a Class C license holder since 1956 and a race promoter since 1964, I believe I know what the ticket-buying and race supporting public want — and that's 500-plus engines racing. The public pays to see the Experts and Amateurs on the big bikes, not a Novice 250 class. If the 250 class is brought in — it will crush racing!" — Indianapolis, Ind.

"Should extend instead to 750cc to give greater impetus to the Japanese to build bigger two-strokes." — Whittier, Cal.

"I like it the way it is." — Downey, Cal.

"What is to be done with millions invested in all 500-750? They cannot be put into road use." — Flushing, N.Y.

"The spectators want to see a very fast, thrilling performance. The 350 machines do not put on as good a show as a 500 or 750 will." — Torrance, Cal.

"I am not a rider professionally yet, but maybe in a couple of years. I would hate to spend a lot of money to compete in only 350 limit." — Lemoore, Cal.

"I enjoy big motor racing as the 4-cycle engines are nicer to hear than buzzing 2-strokes." — San Bernardino, Cal.

"I feel that smaller displacements will turn flattracking into a contest of machines instead of rider ability." — Los Angeles, Cal.

"You may count this ballot as four votes, as the other members of my family are

strongly opposed! Could this be the beginning of the end?" — Long Beach, Cal.

"In view of the many factors, let us say bluntly that it is absurd." — Albuquerque, N.M.

"It could be an added expense to most competition riders since most have their own equipment." — Springfield, Ore.

"The 350's are not nearly as fun to watch or listen to as the 500's. Spectator attendance would probably drop." — San Francisco, Cal.

"The big bikes over 350cc are a real part of Class C racing and should not be eliminated!" — Riverside, Cal.

"How can this limit appeal to the ordinary fans for whom AMA has recommended running big motors first on rain-threatened race days?" — Fort Dodge, Ia.

"We would rather see the rule changed so 750 OHV could run flattrack." — Washash, Ind.

"The little bikes are fine for the Novices but for pure hair and excitement the ring-dings can never match the big bores. If the limit were changed to 350 the National Calendar would become nothing but a race for two-strokes and not representative of the total motorcycle industry at all." — Los Angeles, Cal.

"Fans pay to see the speed and skill displayed by Experts on large displacement bikes." — Los Angeles, Cal.

"It is sickening to push away the beautiful Triumphs, BSA's, Nortons, H-D's, etc. to race the two-strokes. Please try to stop this the best way you can." — Woodland Hills, Cal.

"I have been a sponsor and a promoter for seven years. I have promoted Class C half-mile, scrambles, sportsman road racing and drags. At all times at every event the big motor class was most in demand by the fans. The AMA must realize that the fans pay for the event, not riders or the AMA. I feel from personal experience that they should raise the limit to 650cc and 883cc." — Austin, Texas.

"Rule appears oriented to the benefit only of manufacturers and dealers, not riders or spectators. Besides, a 350 would be faster than a 500 and lighter too. Unless tracks were improved, 350's would be less safe, inasmuch as new handling problems would have to be ironed out to approach present level or sophistication." — Garden Grove, Cal.

"I do not believe the 350 rule is a good idea because there are only three manufacturers with motorcycles in the 350cc category that would be competitive. These three are, of course, two-strokes, and of Japanese manufacture. I judge my opinion by what has happened in the 250cc class. By having such a rule, those who have a couple of thousand dollars invested in their present 500cc and 750cc racers, of which there are many, will be without a place to race and stand a chance of ever selling them. Of course there are always the ACA, AAMRR and AFM, which will honor the 500's, so maybe the competition riders would join these somewhat disorganized organizations or perhaps start a new one

and forget the AMA. I am not prejudiced as I am a dealer for both British and Japanese motorcycles. As I see it, let the 350's and 500's run together as they are doing at present. The 350's will be as fast if not faster by next year anyway." — El Cajon, Cal.

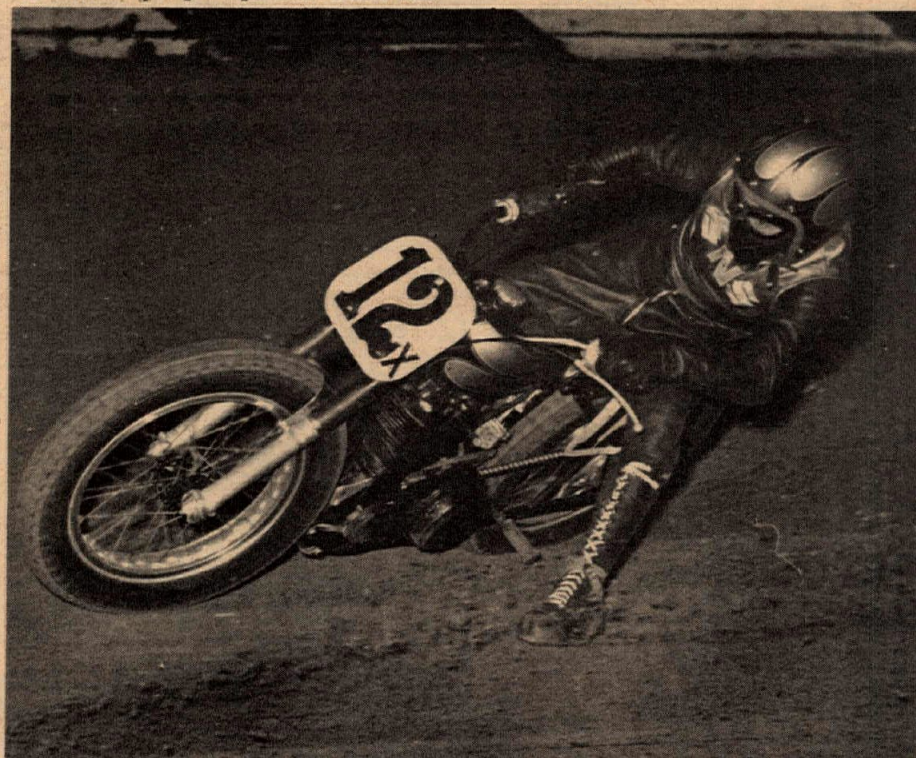
"In regards to the 350cc limit for Class C racing, I cannot see this rule can possibly benefit anyone connected with racing. It appears to me that it is just another case of the AMA saying 'We will do what we want to do and you just keep sending in your money.' I can see no reason to change the present limit and think that the professional racers should very definitely have the final say-so as to what limit they want. After all, they do all the work. So here is one vote against it — who knows, next year they may want to limit all of our desert events to trailbikes!" — Lancaster, Cal.

"I feel certain that a rule restricting the engine size to 350cc for Class C racing surely would not be stimulating to professional racing. To begin with, I can't see any reason for the thinking in this direction. If anything I think that it should be considered to go in the other direction and increase engine size as all manufacturers are doing to satisfy public demand. I realize that a 350 will run as fast as a 500 on top end but it doesn't have the torque power that big engines have for pulling out of a corner. It would get to be a race for 100-pound riders. A light rider and machine would have a tremendous advantage over the average 150-lb. rider, much more so than he has today in the 500cc class. I feel that a great many riders who didn't weigh between 100 and 125 lbs. would lose interest in racing. Professional racing for public attraction has to have an element of danger connected to it also. To cut the engine size would be leaning more towards the class of motor-scooter racing in the public's eye, and would take something away from the glamor of the sport. For a rather extreme example, it would be like racing Volkswagens at Indianapolis, which I'm sure would be a very competitive race for the drivers, but as far as the public is concerned, who would care? I think that a vote should be taken on a National basis from all the riders who ride the 500cc and 750cc machines to see how they feel about the question. After all, they are the ones who lay it on the line every time the starting flag is dropped. I also think some qualified mechanics should be asked how a 350cc machine would pull out of the corner on a mile dirt track in high gear without using the gearbox to shift to a lower gear as is done in a road race. I could go on to mention more things that I feel are disadvantages from cutting the size of the engine, but to sum it all up I feel it would be a mistake to reduce engine size and would hurt the sport of racing tremendously from the standpoint of public appeal. My opinions are based on 15 years of professional racing, now history." — Los Angeles, Cal.

Photo by Dennis Greene



The only 350cc motorcycle in action this season on Ascot flattrack was this Yamaha ridden by Expert Randy Say. Handling problems remain to be solved.



350cc limit would rule out the spectacular power slides and "4-stroke sound" of the 500's say opponents of rule change. Here Jim Nicholson demonstrates big bike torque and drive.

Photo by Walt Mahony

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By Maureen Lee

We finally got around to catching one of our local Saturday night scenes by going to Perris, and that night racing is something else! The surface becomes completely different than anything during the day and of course, vision enters into it! You think, "Yipe, there's a hole" but it's a shadow and what looks like a shadow turns out to be a hole! However, everyone seems to have a darn good time and the program runs off right smartly.

Something happened that we just have to mention if only to share the laugh. One guy, who shall remain nameless and numberless, shot off the line with the rest of his class but instead of going around the rock and onto the straight he ducked to the inside, taking the line around the tires that you take after you've made the first lap, meeting all his fellow class members as they came out onto the straight. You can guess who was in front and the yelling to "stop the race" that was going on!

Our column didn't make print last week, so we'll mention again about John Rice losing that Number One plate the hard way. He went down at Elsinore two weeks ago breaking his hip and is still in Elsinore hospital but will soon be home, though grounded for a while. We're pretty sure that unless strange things happen (and anything can in racing) this will put Ben Fakkeldy on top for that Number One plate, but then maybe some of our other hotshoes will put on a really top challenge and who gets it will go right down to the wire.

Another guy hurt in the pile-up that took out John R. was the Dirt Diggers' Bob Ward who got a broken leg out of the deal. All we can say is Bob, it's a heck of a way to get out of the work involved in putting on Corriganville!

Speaking of Corriganville, please pass the word. If any of you or your friends are going to ride the International class, you must have an F.I.M. license. Now if you think that you can fudge out on the line by excuses, it won't work. F.I.M. sanctions are big time, they are International not just local or National and if you can't come up with that license at tech. inspection you're going to be a very unhappy rider if you've entered and paid the \$15.00. At this time F.I.M. licenses are available through the A.C.A., do don't get left out!

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LAGHER LEAPS



Mighty Mel Lacher, in close contention for the Ascot season point lead, wheeled his Harley-Davidson to wins in heat race, Dash and Main.

It took Mel Lacher 24 weeks of guts and desire but he finally made it. H-D's number one half-miler in the West finally scored the clean sweep over the BSA horde at Ascot Friday night. Lacher, who has either been the point leader or a close second all season, stayed within reach of current leader Dan Haaby by leading the final from start to finish.

Sammy Tanner challenged early and led by inches across the line at the end of the fourth lap but Lacher took over a few feet later. Haaby caught Tanner and moved into second on the 11th round and closed to within passing distance with less than two laps to go but Lacher pulled out all the stops on the final round to win the Main for the third time this year and the first time since last Aug. 4th.

Lacher made it three straight in the Trophy Dash division, beating Tanner, Haaby and Seabourne, in that order. He is now just one win away from tying the four-straight record set earlier by Chuck Jones. Mighty Mel also won his heat race for the fifth straight week and clocked the fastest five of the evening.

Tanner appeared to tire badly in the late laps of the final and dropped all the



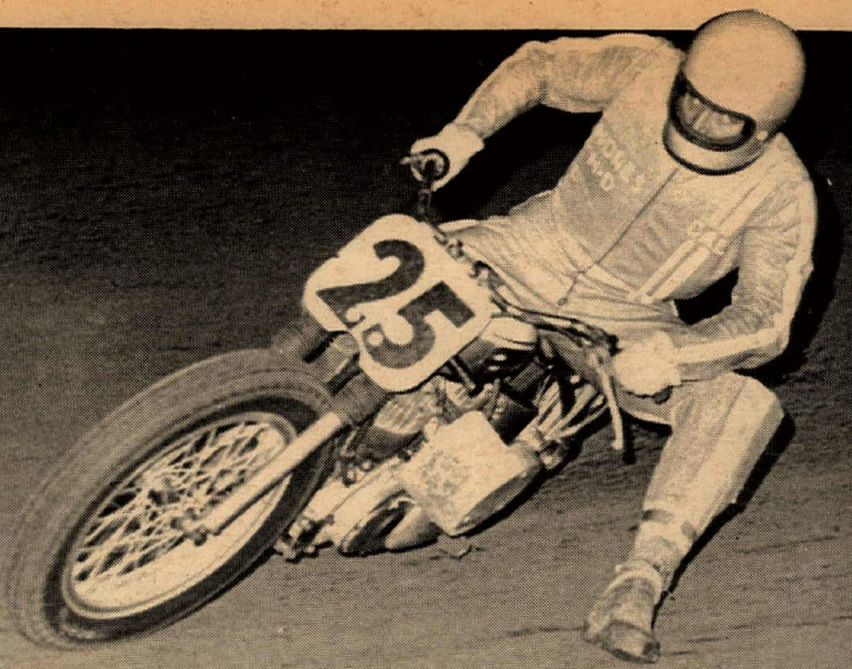
Til Fodd...er, Phil Todd (18x) did it again. BSA-mounted, he's now won four straight Amateur heats and Main Events.

way to fifth position before the checkered flag fell. It was Sammy's first night back since the end of September as he has been on a business trip in the Midwest.

Tanner however, did come up with a heat race win as did Harley-mounted Cal Rayborn. It was Rayborn's first heat race victory this year, and an impressive one, over Chuck Jones.

Lacher now has only three more

ASCOT



Returning to the Ascot half-mile late in the season and coming on strong, Harley-mounted Cal Rayborn (25) won his heat race decisively.

Friday nights to try and catch Haaby for the '67 point honors. Tanner is fourth, less than 100 points back of third place Jones.

The Amateur win streak remained intact with Phil Todd again showing the way for two more easy wins. Phil now has four straight heat races and four straight Main Events for an eight overall streak. Haaby holds the Amateur win streak record of sixteen in a row, set back in '64.

The Novices once more put on a polished show with Rick Durkee getting back in the running with another heat race and Main Event win after watching with mechanical troubles from two weeks ago.

Japanese road race ace, Fumio Ito, broke into the win column for the first time on dirt as he won his heat race with ease and was one of the early lap leaders in the final before dropping back to finish 8th.

Road racer Art Baumann spilled in the Amateur heat race all by himself and was carried off the track. It was discovered at the hospital that there were no broken bones but Art has a badly skinned foot that will take a few weeks to heal.

Only three more weeks at Ascot before the lights go out for another season of oval track racing. The State Championship races for all three classes will run on the final night, November 10.

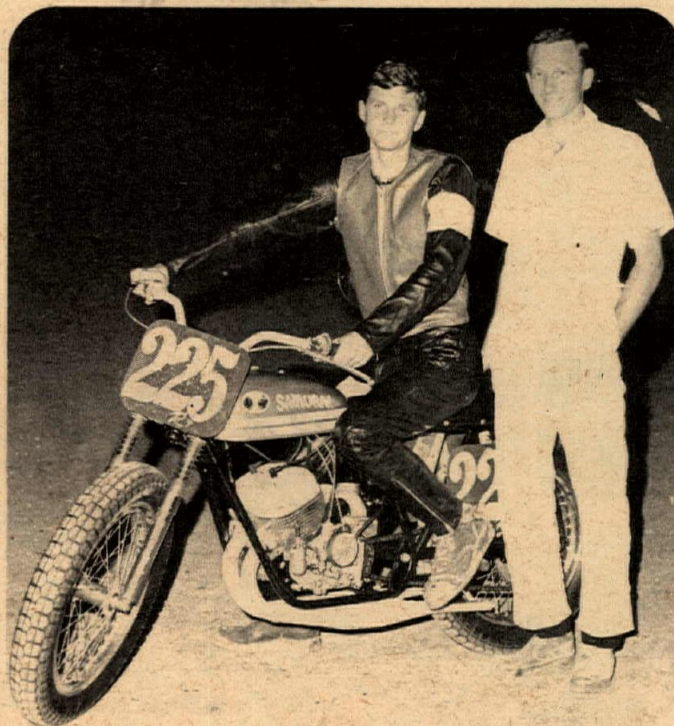
(Results on page 16)



Novice Rick Durkee (162) was back in the groove on his Suzuki after a week's layoff due to mechanical woes.

ASCOT NOVICE MAIN EVENT - OCT. 13, 1967

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ENTERED...



...ONE
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Steve Pederson, aboard a Kawasaki 250cc Samurai, took on all comers — American and import alike. One Kawasaki against a full force of bikes from the competition. Steve Pederson won. Kawasaki 250cc Samurai won.

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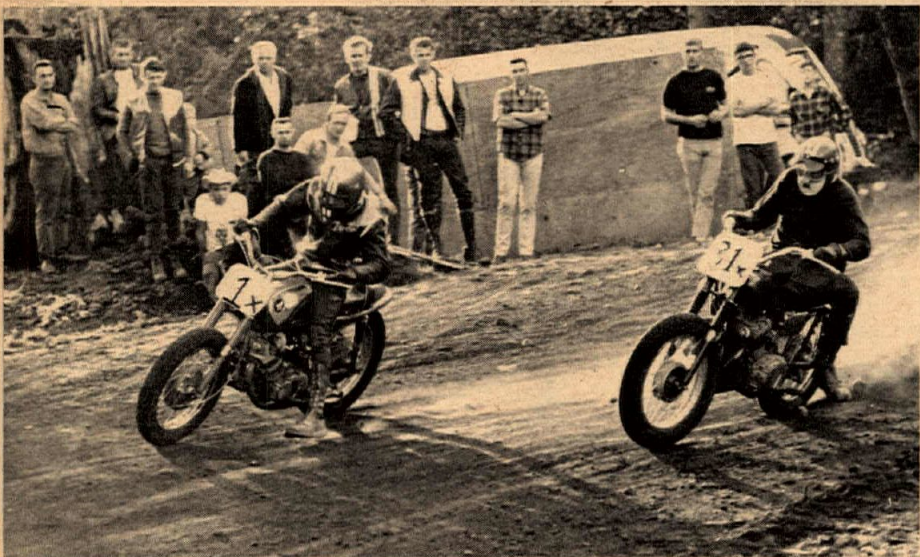
Write: American Kawasaki Motorcycle, P.O. Box 2066, Gardena, Calif. 90247

SEATTLE HAPPENINGS:

JOHNSON, JR. SKINS DAD AT MALTBY

Story and Photos by Vic Ebbutt

CYCLE NEWS November 2, 1967 Page 7



Bill Noble (27x) and Jim Owens (4x) receive trophies from lovely Trophy Girl Marianne Morgan.

One of the highlights of Sunday's great scrambles at Maltby Raceways, October 8th was the A Main which consisted of eight riders, including 22-year competition rider Fredolf Johnson, Sr. and his scramblin' son, Fredolf, Jr. First off the line, Fredolf, Jr. was never headed though dear old Dad was pushing him hard the whole distance on his matching Honda.

Another highlight was the addition of a jump which pleased nearly every rider this correspondent questioned. The 310 fans present at the Seattle, Wash. event were in favor of it 100%. 139 riders took advantage of the brilliant sunshine to race on a track that was fast and hard.

TRIUMPH PHOTO CONTEST WINNERS

Each year the Triumph Corporation of Baltimore, Maryland sponsors a photo contest, with awards going to both professional and amateur shutter-bugs.

First prize in the annual event, professional division, went to Jack Hall of Champaign, Illinois. The victorious amateur photographer was Richard Mei of Hamden, Connecticut.



Professional photographer Jack Hall's winning shot in the Triumph contest features Bill Baird, 5-time Grand Nat'l Enduro Champ.



Amateur winner Richard Mei's photo is of Gary Nixon and his wife after Gary won the 100-Mile Nat'l road race.

MORE TRIUMPH

GRAND NATIONAL

CHAMPIONS



1967 GRAND NATIONAL ENDURO CHAMPION

Here, peering intently at the next obstacle in his path to the AMA Grand National Enduro Championship is Bill Baird of Sterling, Illinois. Bill clinched the title with his trusty Triumph for the 6th year in a row October 8 at the Little Bone Enduro held at Jamestown, New York. Baird's 6th place gave him enough points to lock up the championship. Bob Fusan, another Triumph rider, placed first over all in the Little Bone.

1967 GRAND NATIONAL HILLCLIMB CHAMPIONS

Final AMA Point Standings of Class C Hillclimbs

45-CUBIC INCH EXPERT - JIM WHITNEY - TRIUMPH - Cedar Falls, Iowa

45-CUBIC INCH NOVICE - 1st BERNICE LAMKIN - TRIUMPH - Waburn, Iowa
2nd CHARLES BROWNELL - TRIUMPH - Des Moines, Iowa
3rd GERALD STARRETT - TRIUMPH - Des Moines, Iowa

80-CUBIC INCH NOVICE - 1st BILL COOK - TRIUMPH - Cedar Rapids, Iowa
2nd JOHN WOOLLEY - TRIUMPH - Des Moines, Iowa
3rd RON HUDSON - TRIUMPH - Creston, Iowa

TIE 3rd JOE CARNAHAN - TRIUMPH - Springfield, Iowa

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NORTH/SOUTH CHAMPIONSHIP SCRAMBLES

Story and Photo by Judy McKeen

The weekend of October 14 and 15 we traveled to Edgewood Maryland for the North-South Championship Scrambles. This race, presented by the Eastern M.C., is comparable to California's yearly Hopeville. There were about 5300 spectators and 400 riders, and the races were run off on schedule with no problem at all. On Saturday, when they ran the elimination heats, I had a chance to ride around the track and the surrounding area. The course was in great shape and there were plenty of woods and riding area for those who wanted to play.

Early Sunday morning the excitement and tension could be felt as we pulled into the pit area. On hand were the best scrambles riders from thirteen different states and Canada.

The lightweights started the show for the North-South Championship. It was a handicap start, with 100cc and under taking off first and so on down the line to the last row of 250's, for 25 long hard laps. Fourteen-year-old Denny



Huge field of 250's rounding the turn at North-South Championship scrambles held in Edgewood, Maryland.

Varnes stretched out the lead on his 90cc Bridgestone for about 6 or 7 laps, then dropped out with engine trouble. Allen Munroe on a 125cc Bultaco took over for another 5 or 6 laps and finally William Schaeffer and Jerry Neal, both aboard 200cc Bultacos, caught and passed him. The competition was then hot and heavy.

Back in the pack Ed Varnes on a BSA was slowly but surely picking his way through the pack. Jerry Neal finally dropped out with engine trouble, but with only three laps to go it was still 15-year-old Schaeffer in front and Varnes hot on his tail. They crossed the finish line with Schaeffer winning by a half-a-bike length.

Bring On The Big Bike

The big bikes were yet to come, and a lot of good riders were sitting on the sidelines with sad faces, but still cheering their buddies and teammates on. I have heard of and seen the unbelievable riding of Ed Varnes, but fully expected him to be too exhausted to do much in this race. Ed had already ridden about sixty laps so far, during heat races and the 250, each lap about 7/8ths of a mile. But on the starting line he looked as fresh and excited as if it was his first race of the day. This was also a handicap start, with the 300cc's starting first and so on to the Open Class bikes. Before the second lap the big machines were in front. It was a three-way race for awhile between Varnes, Dave Sehl and George Cunha, the latter two on Triumphs. Sehl led for a few laps before Varnes took the lead. Then it was all over but the shouting. As I said before this guy is just about great. Other riders who showed a lot of class and good riding were Dick Sears on a Triumph, Mike Sponseller (BSA) and Jay Matricciani also aboard a Beezer. Jay had some bad luck and took a spill which put him out of contention. Mike dropped out with engine trouble and Sears finished in sixth place.

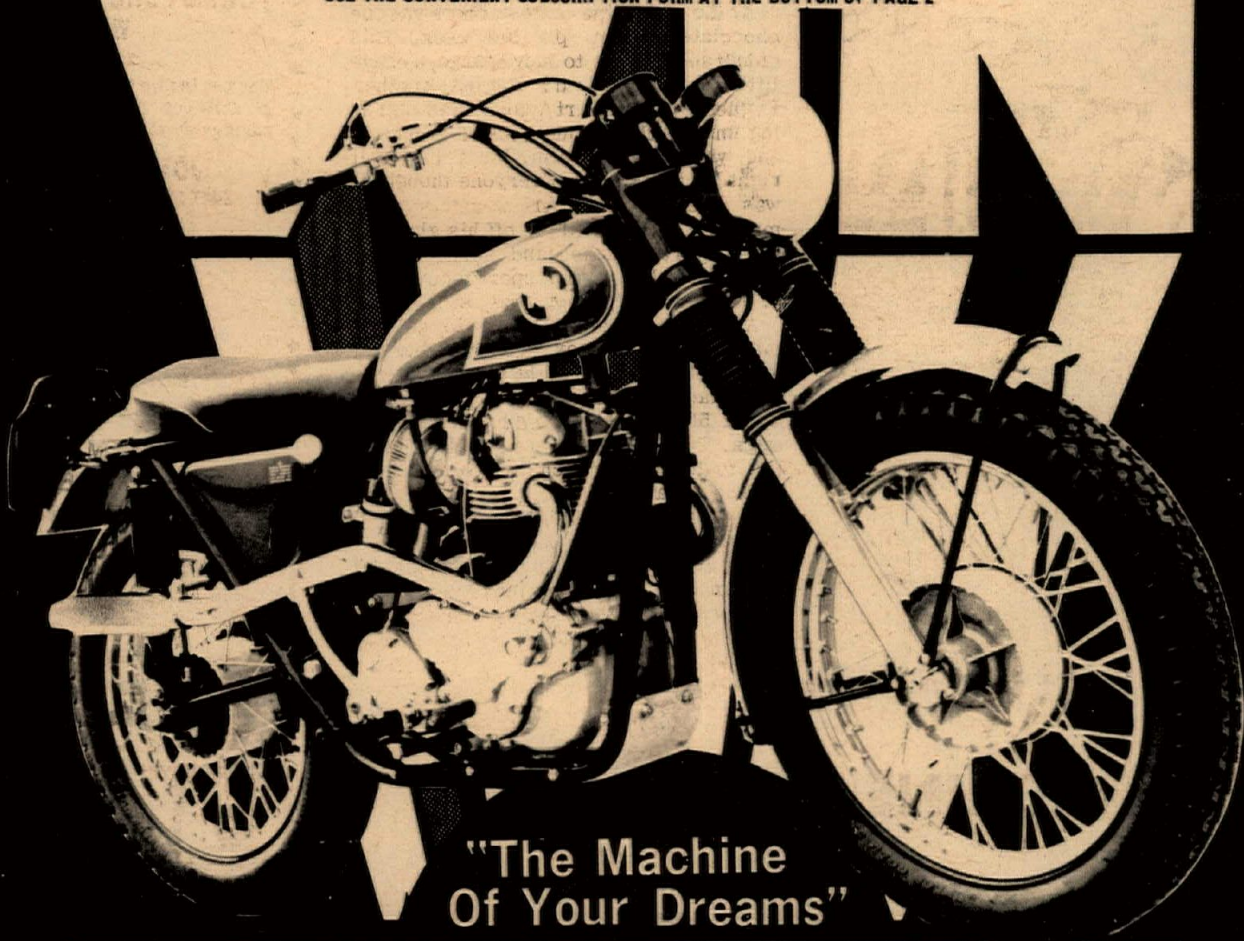
All in all it was a great day of racing and I found out that they have some really fine scrambles riders back here. Oh, by the way, the North won the championship, BUT...they say the South will rise again.

(Results on page 16)

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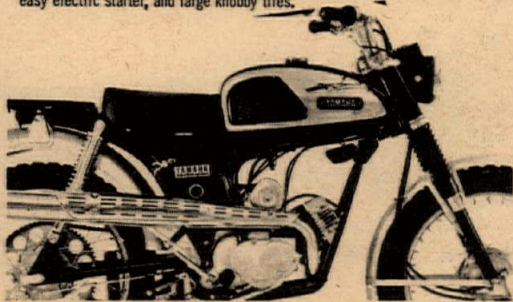


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TROJAN SPEEDWAY

by Maureen Lee

South Gate hosted another one of its two-type event programs Thursday night, Oct. 12 running the TT events first followed by the short track. The 100 Junior Main had Paul Wilde on his showy little Yamaha he also rides in short track take the lead (have you dug those front forks?) but by the end Wilde had dropped back to third behind the two Hodakas of Mike Toussau and Don Eide.

The 100 Main proved more exciting. Slidin' Tom Warren (Lobito) grabbed off the lead with no trouble with Jim Arledge (Yamaha) after him. Gary Bailey (Hodaka) didn't sound too good and just hung onto his third place by the skin of his teeth over Eric Jensen as his fuel line had come adrift and the bike was running on fumes! The best racing was between the last place guys, Ed Stand, Don Leal and Bob Watson with Leal and Watson trading places back and forth.

The real talent of riders like Gary Bailey and Lee Stumpenhous was shown in the 250 Main. Gary on his Greeves took the lead with Lee right after him and all too soon they started running into heavy traffic and South Gate isn't the best track in the world for passing. Lap after lap these two Senior riders picked off the slower riders without ever jeopardizing either themselves or the others, but with Lee unable to pass Gary. An object lesson to riders who completely unglued when a slower rider doesn't move over for them! The Trophy Dash win went to Gary Bailey.

After intermission and an announcement that commencing sometime in November as the nights are starting to cool down, the program will run on the first Sunday afternoon of each month only, the short track riders came to the line.

Tom Warren and Paul Wilde got into a battle right off, then Tom pulled away and it was obvious that Wilde was having problems with his bike and was dropped into third place when Bob Watson (Moto-Beta) passed him.

Lee Stumpenhous again took the Trophy Dash and the 250 Main with Tom Warren second, but what a scrap was going on for that third and fourth place spot. A pair of 'Tacos ridden by Larry Verdoorn and Danny Jones really went at it with Jones pulling up on the straight and then Verdoorn almost crunching him as they dived for the turns. This went on right up to the very last lap and coming up for the checkered, Jones finally got the slightest edge out of the far turn and made it to the flag first by a shade! Phew!

(Results on page 16)

THE CALIFORNIA EAGLES TOUR

Story by George Hays

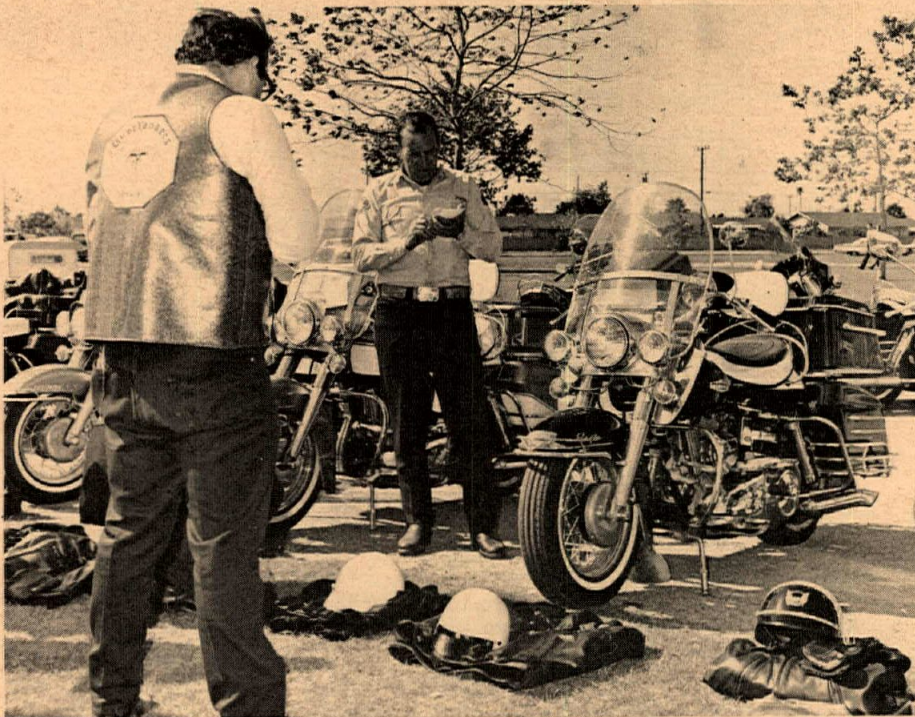
Photos by George Hays

The California Eagles couldn't have picked a better day for their annual road run; temperatures on October 15th were in the balmy nineties. The 273 riders signed in at the Long Beach Harley-Davidson Shop, then followed the route through Downey, Rosemead, Arcadia, Azusa, City of Industry, Fullerton, and Anaheim. The run ended at Garden Grove Park after covering a distance of 86 miles.

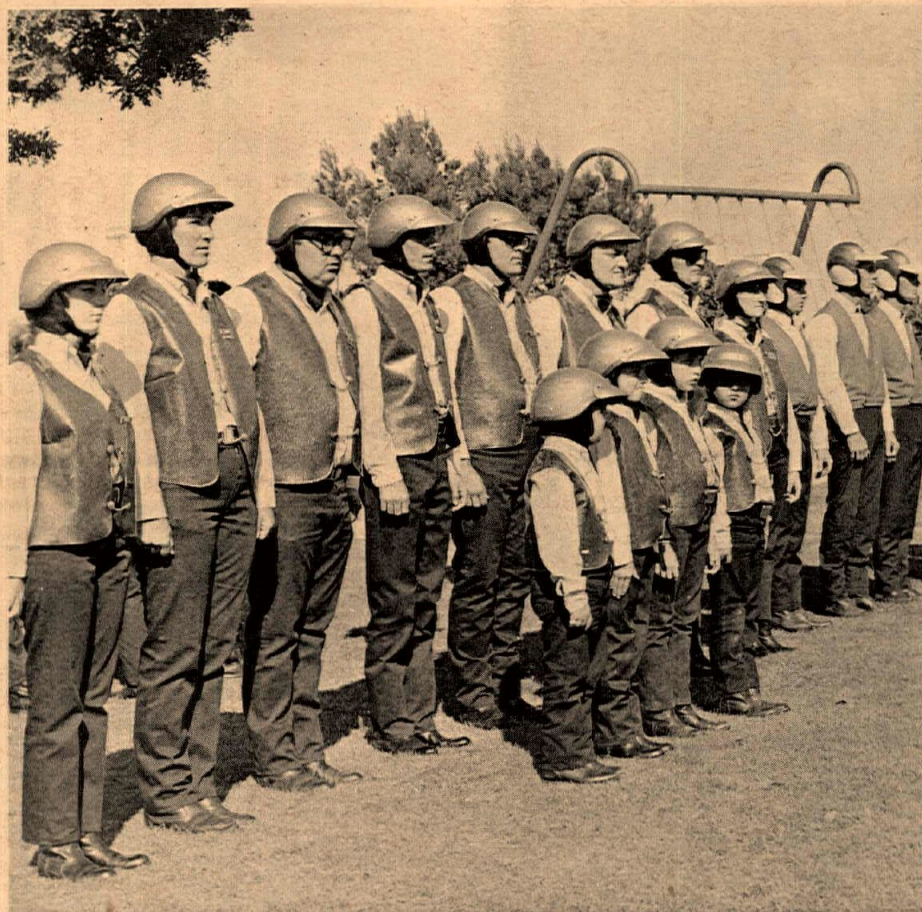
The Eagles selected a good place to end the run. The Park has acres of green lawn, shade trees, playground equipment for the kiddies, and shaded picnic tables. The 1:00 p.m. deadline was extended 15 minutes for riders who were delayed by road construction and gusty winds en route.

Machine judging led the program, and the judges really had a problem picking the best looking bikes out of a long line of beautiful machines, each one worth from \$3,000 to \$5,000. The chrome goodies and paint jobs on the custom bikes were fabulous. Next followed the dress competition, with all manner of sharp looking people lined up for inspection and a chance to win a trophy.

With a combination of fair play and diplomacy, the Eagles managed to select the winners and award the trophies with-



Club members make an inspection of one rider's bike in the dress-competition category.



The Overlanders & The California Rainbows stood up for the Best Dressed Club Trophy.

out making anyone really sore, quite an accomplishment for any club presenting a road run.

To keep things interesting for everyone, judging and games were going on at the same time. Half a dozen gooey cream pies were disposed of in short order in the pie-eating contest. About half of the pies were eaten, with the other half winding up smeared all over the contestants.

At the end of the contest, there was one chocolate cream pie left over. This didn't seem right to Judy Spargo, a brave little member of the Eagles. Another Eagles member, Art Adams, was standing innocently by. Judy picked up the pie and with excellent aim, let Art have it right in the kisser. Everyone thought it was hilarious, but Art wasn't smiling much as he cleaned pie off his glasses, face, shirt, slacks, and suede shoes. Art took it like a good sport though, and at last report, Judy was still alive.

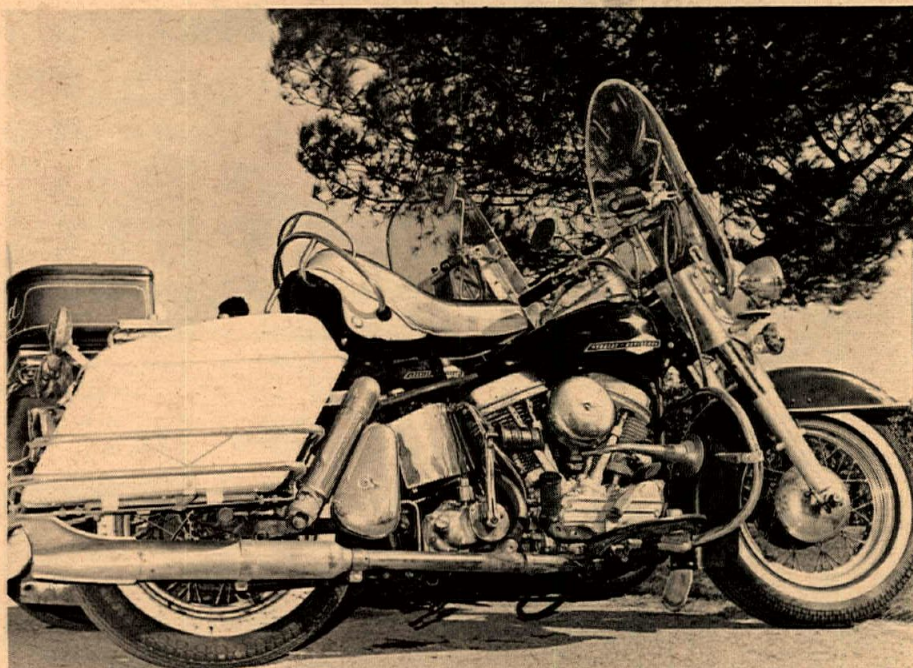
Art wasn't the only one to get all messed up. The next event was the egg toss contest. Forty-eight brave contestants faced each other at a distance of about 50 feet, and played catch with raw eggs. The winners were the last team left to toss and catch their egg without getting splattered.

If you're an out rider or a competition rider who has never been on a road run, bring along a friend or two and ride the California Eagles Tour next year. The Eagles will do their best to show you a good time, and you'll find that road runs are fun.

(Results on page 16)

LET'S GET A MACHINE FOR DOC

Story and Photo by George Hays



The Rainbows & The Nuggets will present this '62 Harley to Doc in time for this year's Death Valley Tour.

Dock Wright, a well-known Southern California road rider, had a serious health problem. Due to lung trouble, Doc had to move away from the smog. He spent a year in Las Vegas, but it didn't help his lungs much, and the doctor told him to move away from the dust of the desert, or he'd soon be dust himself.

Doc hasn't been able to work much, and being low on cash, had to sell his Harley so he could afford to move again, this time to Grover City, Calif.

Doc is feeling mighty low without a bike, as anyone who loves motorcycles can understand. In an attempt to cheer him up, Doc's wife suggested they go on this year's Death Valley Tour in a car. But Doc isn't buying it. He feels the Death Valley Run is for motorcycles, and if he can't go on a bike, he isn't going.

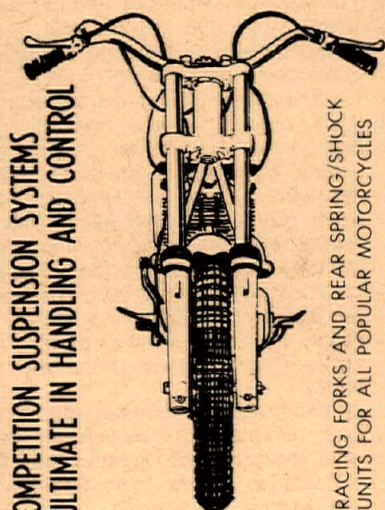
This may well be the last year Doc will be able to make the Death Valley run. When Doc's friends learned of his problem, they decided to try to get a machine for him in time for the Run. The Whittier Harley Dealer offered a '62 Harley 74 at his cost - \$795.

Don Lowers, President of the Nuggets M.C., laid the pink slip of his own machine on the line as security, to be sure the machine will be available for Doc, even if the cash isn't raised in time.

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Don feels that if motorcyclists can contribute so much to other fund raising events (the Nuggets worked like dogs on the last City of Hope Run, for example) we can help one of our own riders.

So far, a number of clubs have contributed to the fund. The Nuggets came up with \$50 from the Club Treasury. The Motor Maids contributed \$25, the Rabble Rousers kicked in \$20, the Rainbows donated \$25, a number of Doc's out rider buddies have donated a dollar or two each, and several dealers have contributed.

As well as contributing cash, the Rainbows are going to give the bike a new paint job, and the Nuggets are going to take care of the chrome and labor, so the bike will be presented to Doc in like-new condition.

Any of Doc's friends who would like to help can send their donations to the Nuggets or to the Rainbows. You may call the Nuggets collect for information at (714) 522-9060. Their address is 6721 Western Ave., Buena Park, Calif. or you may send a donation to Jerry McKinney of the Rainbows, at 11152 Buner Hill Dr., Los Alamitos, Calif.

Here's hoping we see Doc at Death Valley again this year.

To make a short change of pace let's look around.

Mr. Steinsick of Del Mar, Calif., sent me a headline, clipping from the English publication "Motor Cycle". A bold black banner headline says, "Alf's Fastest in the World".

Alf Hagon ran his 126cc JAP at the Santa Pod Raceway to a quarter mile time of 9.679 seconds and with a terminal speed of 143 mph. By all means that is fantastic! Considering the rough surface of abandoned World War II airfields and the fact that the JAP is burning only a 35-percent nitro mix. Give credit where it's due is an old lesson in etiquette I was taught as a child, and I thought it was handed down from family heritage. I guess I'm either wrong or there is no English in my blood.

In the English paper there is a statement "Although claims have been made in America for fractionally faster times than Alf set on Sunday, his best-claim still stands, for in the States the riders are allowed a longer run-in." Admittedly, we do have more runs for tuning, (translation of the English "run-in"), but I have seen more of the best runs made right off the trailer. C'mon you bloody Englishmen, give me a chance to bring you another International drag team, with Leo Payne, Clem Johnson, Murray & Cook, and two other top machines.

Texas

Austin Park Raceway, a fine quarter-mile strip, has been hosting cycles in a fashion that gives the competitor a feeling of VIP.

Tommy Connors is the pit director and loves the job. Tommy runs the bikes on a handicap for top eliminator. On a recent Sunday's running, Dan James took top honors with an A-modified XLCH Harley Davidson. James best E.T. was 12.19 seconds with 111.80 for speed.

Drake Pruitt rode a 350cc Honda into the runner-up position with a 13.62 - 95.43.

Each week about 20 bikes are out to compete at Austin and with a handicap racing system, they have to be consistent runners.

Tommy Conner is trying to promote an all bike drag meet in November and if successful, he will let us know an exact day and time so that Californian's or anyone else can take part in the show.

Sacramento, Calif.

Eldorado Raceway it is called. Kerry Clark is the strip manager, and if anyone has ever been favorable to motorcycles, there is the man. Put two and two together and I think you will come up with an excellent place for racing.

Eldorado is running under A.H.R.A. sanction and the gates open each Sunday morning.

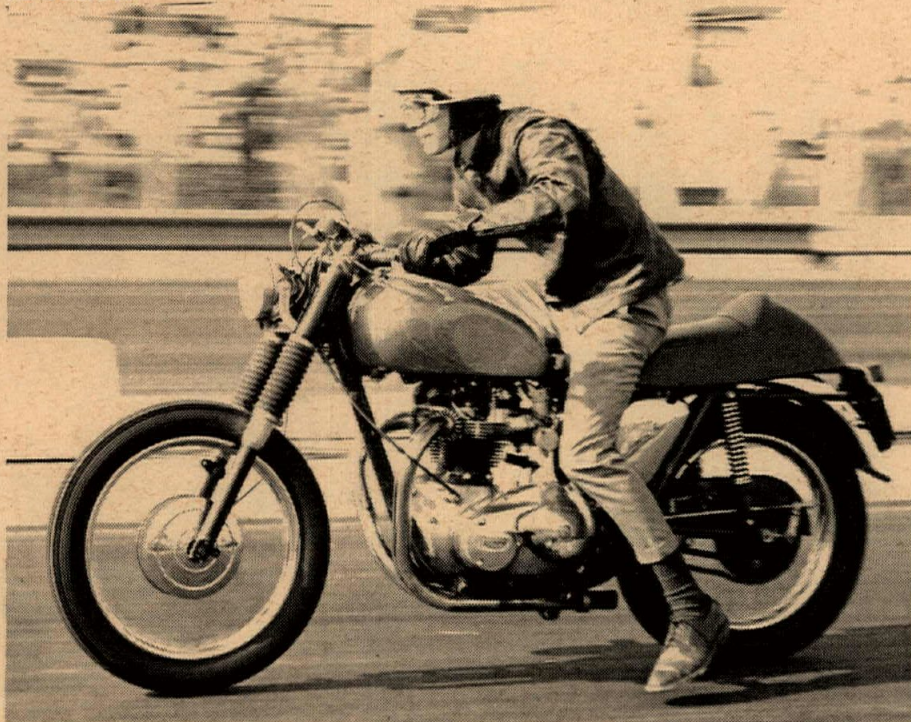
On Sunday, Oct. 1st, the first strip records were established. Only four riders and machines are recordholders, but as they say, "you've got to start somewhere".

Dave Jones, from Roseville, Calif. brought out his stock Honda and was thus classified D/B by the book. Dave set a record of 14.68 - 87.71. Another

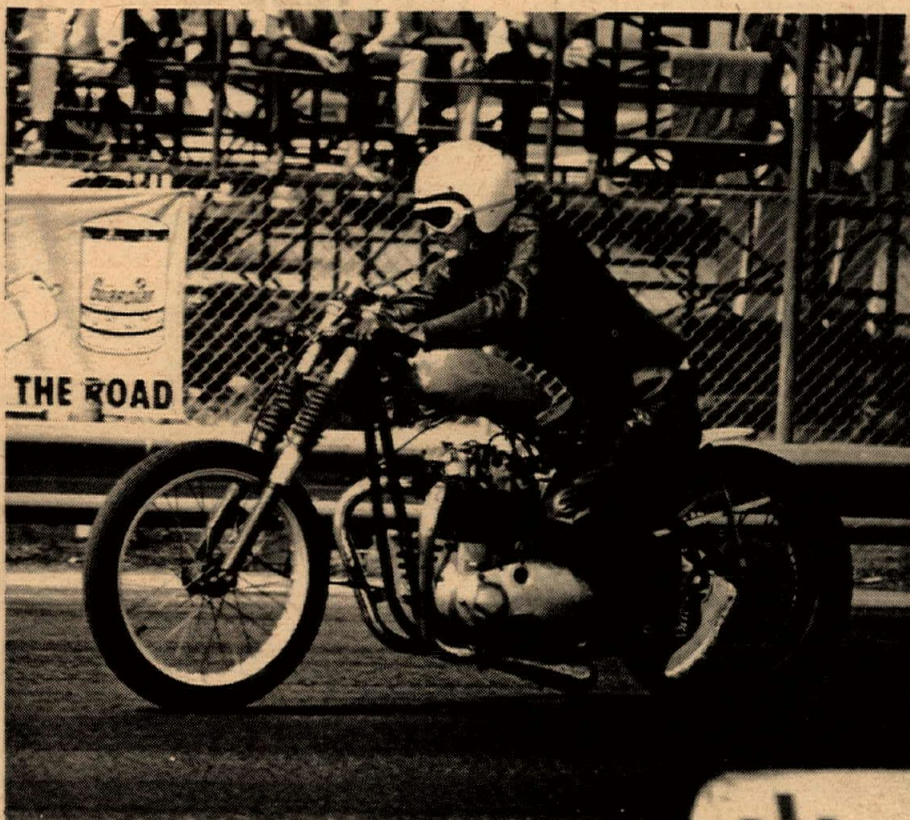
DRAG RACING

By Bob Ebeling

It's a big world of readers to the pages of "Cycle News", but seldom does Cycle Alley travel out of the Southern California area. It's not because of a prejudice, only that material from outlying districts is scarce.



Street bikes, like this Triumph, are welcome at most strips throughout the U.S.



Always a top contender at the local drag strips is BSA-mounted Bruce Wilcox.

record stocker was Ray McGovern's E/B Suzuki that runs out of the local Sacramento area. Ray's record figures are 14.80 - 85.87.

Two were in the modified division and each was a Honda classified E/MB. Eddie Witt hails from Carmichael, Calif., and holds the elapsed time record of 14.98 seconds. Local Sac. boy Jim Wilson has the other record half with a speed of 83.95 miles per hour.

Local News - Is Good News

Fontana Raceway is to again open its gates for competition racing and with a special red carpet for bikes.

Mr. Jim London, Fontana manager, tells me that beginning Sunday, November 5th, there will be a full program with all the classes previously used in classification. You can make a choice of E.T. bracket or trophy class.

The trophy for a class winner if there are two or more entries is three feet tall and you have a choice of it or \$25.00 (twenty-five) dollars. If there is only one entry in your class, you receive the regular 15 to 24-inch trophy and no choice of it or dollars.

At present there will be no mph money, but there is a possibility of some at a later date.

I don't know how they could ever do it. What they now offer is generous beyond any present program.

Match Race

Harley-Davidson vs. Triumph at Lions Drag Strip, Saturday, October 28th in a two out of three.

Not just any old combination, but rather a selection of two hard competing machines. Joe Smith is the Harley-Davidson rider and he stands a good chance to win with low 10 second runs and the Sponsorship of "Laidlaw", San Gabriel.

It won't be all easy winning, for Joe's opponent is Bob Ebeling with his 40-inch Triumph that runs 10.60's and represents "Ed Kretz and Son", of Monterey Park.

(Results on page 16)

ASCOT POINT BATTLES

It's now a two-man battle between Dan Haaby of Lawndale and Mel Lacher of San Diego for the 1967 Pacific Coast motorcycle racing crown as action resumes Friday night.

Chuck Jones of Arcadia has overtaken veteran Sammy Tanner, Long Beach, in their duel for third, 1413-1312. And Shorty Seabourne, the hustling new star from Lawndale, has jumped into fifth spot.

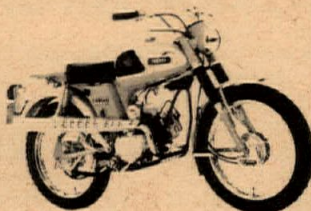
Phil Todd of Ojai continues to lead the Amateur ranks with 1277 points, followed by Jan Crawford, Garden Grove, and Gary Waldo, Long Beach. Len Earl of Santa Ana and Carl Patrick of Culver City round out the top five.

Rick Elisarraras of Atascadero shows a slim margin over Dave Smith, Lakewood, in a hot duel for the Novice title. And Rick Durkee of Bellflower, who has been blitzing the track records at the 183rd and Vermont Avenue strip, is now fourth ahead of third place Alex Chinoski, Ojai.



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Sidehack Association



Bay Mare Scrambles

By Maureen Lee

Bay Mare Track near Simi, Calif. was the scene for the Sidehack Association scrambles Sunday, Oct. 22 and they threw a real good race.

We hadn't been to Bay Mare for quite a spell and it's sure improved. It didn't get dusty and the track is super-fast. A mite TOO fast for some, as crashes were frequent. With thirteen gals riding Powder Puff and all at once, they got spectacular a couple of times (would you believe every moto) ending up with Diane Connolly going off in the ambulance with a broken arm and a badly mashed knee and Marsha McIntosh going home with an injured foot. Juanita Jen-

Bay Mare Sunday. After practice it had been propped up against the truck and when the rider came back it had gone. So, if anyone knows anything at all about it, maybe just one person saw this bike



Keith Mashburn's 250cc win at Bay Mare wasn't easy. Here Rick James is right on him. Both rode Bultacos and really put on a show.

being ridden away, please call Dean at Honda of Pasadena. It's a black 305 (350cc) Honda, Bates seat, white TT pipes, Triumph fender, full dirt tires and carried riding number 793. Engine No. CL 771010625.



Dispute for third place in the 350 Novice event between Richard Watts (621) and Arthur Lohnes (473)

METISSE OWNERS PARTY TIME

By Maureen Lee

It was an Open House for Rickman Metisse owners at Steen's Inc. Wednesday night, Oct. 18. We estimated the crowd to be a good 50 to 60 with a nice number of Metisses being displayed for the judging.

Awards were then made. Best appearing Metisse was Ken Clark's beautiful road racer. Most Detailed Construction went to John Schulz's 650 Triumph. Most Original Development to Jerry Standefer. Neatest Engine Swap to Steve Zabaro, who had shoe-horned a 750 Norton into the frame. Best Outstanding Overall award went to Kelvin Franks and his

lovely 500 Triumph Mark IV in blue.

Discussion also took place toward forming a Metisse Owners Organization to assist Metisse riders in overcoming any problems, whether a stolen bike or a simple problem overcome by another owner.

The new Rickman hub was also displayed. The only one now in this country, it had arrived the same day as the Open House. Available (they hope) around January 1968 it has a magnesium hub with a steel rim on the wheel and weighs 23-1/2 pounds with the spindle.

BULTACO

A BULTACO WEEKEND (Adios, you other brands)

Wednesday -- Orange County Speedway

250cc Main Event
1st JIM PETERSON - BULTACO PurSang
2nd LEE STUMPENHAUS - BULTACO PurSang
3rd SAL ACOSTA - BULTACO PurSang

Thursday -- Trojan Speedway, Short Track

100cc Main Event 1st TOM WARREN - BULTACO LOBITO
250cc Main Event 1st LEE STUMPENHAUS - BULTACO PurSang
2nd TOM WARREN - BULTACO PurSang

Saturday Elsinore TT

200cc Novice Class 1st D. KANAGAE - BULTACO SHERPA
2nd M. LITTLE - BULTACO SHERPA
3rd D. VOLL - BULTACO SHERPA
250cc Expert Class 1st T. WARREN - BULTACO PurSang
2nd S. ROGERS - BULTACO PurSang

Sunday Sidehack Association AMA Scrambles

100cc Expert Moto
1st KEITH MASHBURN - BULTACO LOBITO
2nd DOUG YERKES - BULTACO LOBITO
125cc Amateur Moto
1st PATRICK MURPHY - BULTACO
2nd DEL HUNT - BULTACO
175cc Amateur Moto
1st STEVE BAST - BULTACO
250cc Novice Moto
1st FRANK SPANGLER - BULTACO PurSang
2nd JIM O'NEAL - BULTACO PurSang
200cc Amateur
1st ART CARTER - BULTACO Sherpa
2nd MIKE BAST - BULTACO Sherpa
3rd TOM SHUMARD - BULTACO Sherpa
4th PUFFY MCGOWEN - BULTACO Sherpa
5th GARY RILEY - BULTACO Sherpa
250cc Amateur
1st LARRY SHOEMAKER - BULTACO PurSang
2nd TOM WARREN - BULTACO PurSang
3rd ERIC OLESEN - BULTACO PurSang
5th LAUREN PICKUP - BULTACO PurSang
250cc Expert
1st KEITH MASHBURN - BULTACO PurSang
2nd RICK JAMES - BULTACO PurSang

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In close company, this group funnels into one of the turns on the improved, super-fast Bay Mare track. Dust was at a minimum, action at a maximum for the Sidehack Assn. scrambles.

kins won. The tiddler division we ought to rename the "Kamikazes." Boy, do those little 50's haul and talk about diving in on the turns! Steve Nichols (Honda) won with Tony Mason (Yamaha) second.

In the 100 Expert it was Keith Mashburn (Lobito) the winner but not without a serious challenge from Kirk McDowell (Honda). At one point with Kirk in second he slid into Mashburn's rear wheel and went down dropping him back to 7th place in that moto.

Anybody See a Hot Honda?

Bultaco riders went home with the trophies in just about all the lightweight classes. The 250 Amateur class went to Larry Shoemaker with Tom Warren in hot contention all the way for second.

Keith Mashburn won the 250 class after three straight wins with Rick James (Bultaco) making it three straight seconds and Pete Dupuy (Honda) third with again, three straight.

Before we write about the heavyweight boys, there was a racing bike stolen at

That neat handling little Maico of Ronnie Rondell's won the 350 Novice class, with Triumph-mounted Joe Flores taking the combined 350-500 Expert in good style.

One of the most spectacular crashes of the day happened in the 650 Amateur first moto. Terry Morairty (Triumph) dropped it on the sweeper at the top of the hill and Dale Bird (BSA) had no place to go but into the fallen machine with the end result he soared over the handlebars. Both riders made it to the restart but Dale decided after that moto that it would be better off if he ended his racing for the day! Bob Mortensen (Triumph) won with hard riding Buddy Carter (Triumph) taking the second.

Ben Fakkeldy (Triumph) took the Open Expert class adding to the points he desperately needs in trying to close the gap for that number one plate now John Rice is out of it. Ben also wailed on 'em and took home the Sweepstakes trophy. Trophies for the day were gor-ge-us! Electric clocks and the Sweepstakes one was really grand!

(Results on page 16)

SO. CAL'S DESERT TURKEY CHASE



Bill Ydiande, 250 Amateur winner and 8th overall on a Husky.

Gary Conrad, riding a 360 Greeves, took the Sweepstakes win of the 25th annual Turkey Run on October 22 over a large total entry of 420 desert riders. Bob Belt, also on a Greeves, took the 250cc win, and Dave Ekins built up a big lead to take the win in the 100cc class on a Zundapp.

The race was held in the Red Rock Canyon area of Southern California and it was a "wild turkey" run with two forty-five

mile loops in rough territory. There were steep, rocky uphill trails, fast fire roads going up to 7,500 feet attitude, and a sandy, two hundred-yard long downhill that we just couldn't believe! It dropped nearly straight down about 3,000 feet, getting you out of the cold mountain air quick.

It was a Le Mans start, with the riders standing fifty feet behind their bikes. At the drop of the banner the long line of combined Open and 250cc riders ran



First open expert and second overall Dick Dean proves a modified street bike can still cut the mustard (or in this case, sagebrush).

for their bikes and took off. The only man not to get off the line was current point leader J.N. Roberts, who had to change a plug and start five minutes late.

At the smoke bomb the leader was Steve Hurd on a Matchless single, just flat-out making it. He increased his lead by the time he hit the second check, and when he looked back, the only other rider he could see was Dick Dean, on the Triumph tuned by his dad at the Lamoreaux Shop. As bad luck would have it, Hurd got a flat tire and had to toss in the towel. Ronnie Nelson, recently returning to the desert on a Montesa and looking good, also fell out with a flat tire.

Gary Conrad, meanwhile, had worked his way up to pass Dean in the hilly section of the course, and came into the pits with a forty-second lead over him. John Steen, on a Metisse, was the third man into the pits.

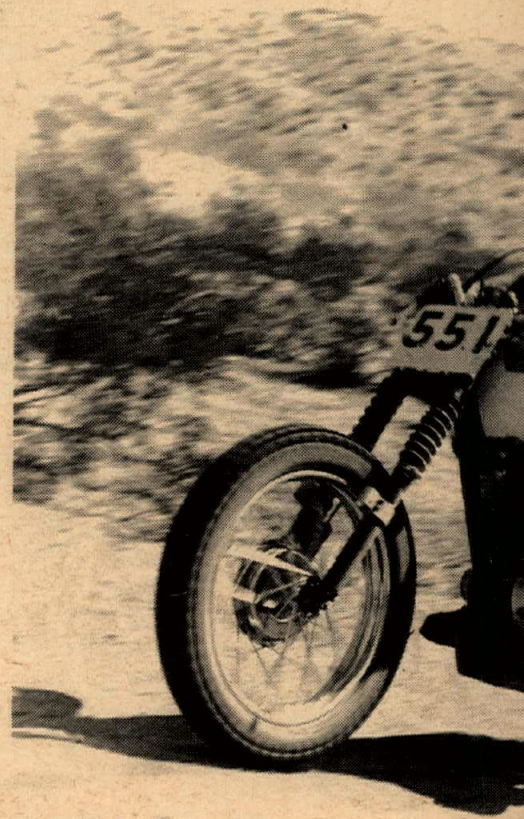
The riders made the second loop a little faster than the first, finishing at the bottom of a sandy hill. The first man to roar down the hill was Gary Conrad, and forty seconds behind him was Dick Dean, claiming second spot.

Lon Peterson, on a Triumph-Metisse, pulled in third, and fourth-place honors went to Bob Belt, who took first 250 on his Greeves.

And there
ber...it's



"Run-and-ride" start was a preliminary to the "turkey chase" wherein the winners ran after their Thanksgiving dinners.



Number 551 John Coats mastered the Southern Cal but no turkey.



By Dick Wright
Photos by Jeff Wright and Dick Wright

Spence Windbiel took seventh overall and first Amateur on his Triumph, and right behind him was Bill Ydiande, on a Husky, taking first 250 Amateur. The first Open Novice in was Carter Robins (Triumph), for nineteenth overall.

Dave Lewis landed twentieth position after a real hard ride. He was one of the riders who got stuck in heavy traffic on the single-rut, rocky uphill where the riders were lined up about thirty deep, but he was able to turn it on in the second loop and move up. And Jim Martino worked hard, taking 6th overall on a 441cc BSA.

100cc Trail Class

The 100cc Class started fifteen minutes after the big bikes, also in run-and-ride fashion, and at the smoke bomb it was three Hodakas: Jim Jacklet in the lead, with Jack Morgan running second, and Jack Froelich third. Dave Ekins, Zundapp-mounted, was running fourth.

As they moved across the open country to Check One and Check Two, these four riders were really having it out, but when they hit the long, winding, uphill fire road, Morgan was able to get by Jacklet, and Ekins moved up behind Morgan. As these two charged up the fire road, with the altitude about 6,000 feet, Morgan's bike started to run rich and lose power, enabling



Lynn Wilson, a Desert Daisy, sunbathes on Saturday, and races her number 84 Hodaka on Sunday. She's the mother of 4 children.

the steep, rocky, one-rut hill. It was a wild deal, elbowing your way through the line and up the hill, using your buddy's tires for traction.

After this first hill, there were

more trees and one more traffic-bound, rocky hill that you had to pick your way up, then that wild downhill, and some fast fire roads to the finish.

At the end, Ekins pulled in with plenty of time to spare to take the win. That Zundapp really moved, and is the same one he rode in the 1965 and 1966 International Six-Days Trial in Europe. Morgan pulled in second, with Jacklet third and taking first Amateur. Ray Bandfield on a Moto Beta placed sixth to take first Novice.

After all this, the winners chased their turkeys. Morgan, Patrick and Don Watkins got the birds.

(Results on page 16)



goes again, with that deceptively high riding number, Gary Conrad and his 360cc Greeves.



Above: It's a bird, it's a plane, it's a Smith! Right: Glenn Thomas, another high finisher with a high number.

Ekins to pull him and make the pass.

Back in the pack, everyone else was having their problems with the altitude, but going between and twisting around those pine trees was something else! After about half-an-hour of this, we came to a cloud of dust and smoke in a small clearing at the bottom of a straight-up rock formation. Here there were about thirty big-bike riders lined up in as many ways, trying to get up



Jack Krizman, number 4 trailbike finisher. Winner Dave Ekins went too fast to shoot!



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The second successful season of "Class C" shorttrack racing at the Mount Baker Speedway has ended. The club owned and operated track, located on the Hannagan Road a few miles north of Bellingham, Washington, possesses an air of international competition. A.M.A. riders from the Seattle-Tacoma area, and those from the Vancouver, B.C. area, found Bellingham an excellent location to compete every Saturday night, in a mixed program on the one-fifth mile oval.

An average of about forty riders turned out every Saturday, offering a wide assortment of machinery to please the fans. The Ducati coalition, headed by Bob Budschat of Seattle, dominated the season, but were constantly challenged by the other riders attempting to place their names on the winning roster. Fans were also entertained during intermissions by lightweight sportsman races on the infield.

The action will now move North to Cloverdale B.C., where the C.M.A. sponsors indoor shorttrack racing every other Saturday night; but for the Mount Baker Motorcycle Club the 1968 season is already beginning. Improvements on the track have been started in preparation for the next season. You can bet the fans from last year plus a group of new recruits will return next May to witness the dropping of the white flag on the 1968 season.

CYCLE PROFILES

By Jan Held

Although somewhat of a newcomer to the world of spinning wheels and cycle tracks Terry E. Hughes, 25, of Red Bluff California has won 40 trophies, most of them first place awards, out of 50 races in the last three years.



Terry Hughes

SUCCESS FOR MOUNT BAKER SPEEDWAY

Story and Photos by Richard W. Wilkinson



Mount Baker's big gun, Ducati-mounted Bob Budschat.

Hughes, an ambitious young man with a wife, Charlotte, and a new daughter, Michelle, one month old, began racing at the age of 22.

Sponsored by Johnnie Ross Motorcycles of Red Bluff, Hughes rides a Honda S-90. Before that he owned a Honda 160. The only innovations made to convert his S-90 to a racing bike were to install a bigger cam and pistons. Ross keeps the cycle in shape by putting on necessary equipment and doing the repair work.

Hughes won his first trophy in Yuba City at the Yuba-Sutter Fairgrounds, where he took third. From then on there was no holding him back. He went on to enter 49 more races and now boasts 40 trophies. Motorcycle race buffs says Hughes shows indications he will become a leading figure in Northern California racing circles.

A member of the Red Bluff Motorcycle Club and the American Motorcycle Association, Hughes and other club members race in events as far south as Sacramento. He also has competed in Reno, Nevada and, in a recent race there, captured two first place prizes. His most recent win was last month in Anderson, Calif. where he took a second.

Hughes is an employee of the Diamond National Corp., Red Bluff's major industry. Before moving to Red Bluff in his junior year of high school he resided in Reseda, Cal.

Until 1965, Hughes had no interest in motorcycle racing, and, in fact, never had been on a cycle. He credits a friend for cultivating his interest in the sport. The friend, an avid fan of motorcycling, talked Hughes into going "out for a ride." He did, and has been, in his words, "hooked ever since."

The Red Bluff racing buff has suffered one accident in his three years of competition. The injury, a broken foot, Hughes blames on himself because of carelessness. Not many riders, he said, are hurt in the sport, and his accident taught him that the game is serious and leaves no room for carelessness.

Hughes, who was discharged from the Army in 1964 after serving at Ft. Lewis, Wash., said he has no racing interests other than motorcycling.

He said he is somewhat depressed because the racing season this year is about over. Most of the races are held on summer evenings. However, he has every intention of entering a few winter afternoon events slated.

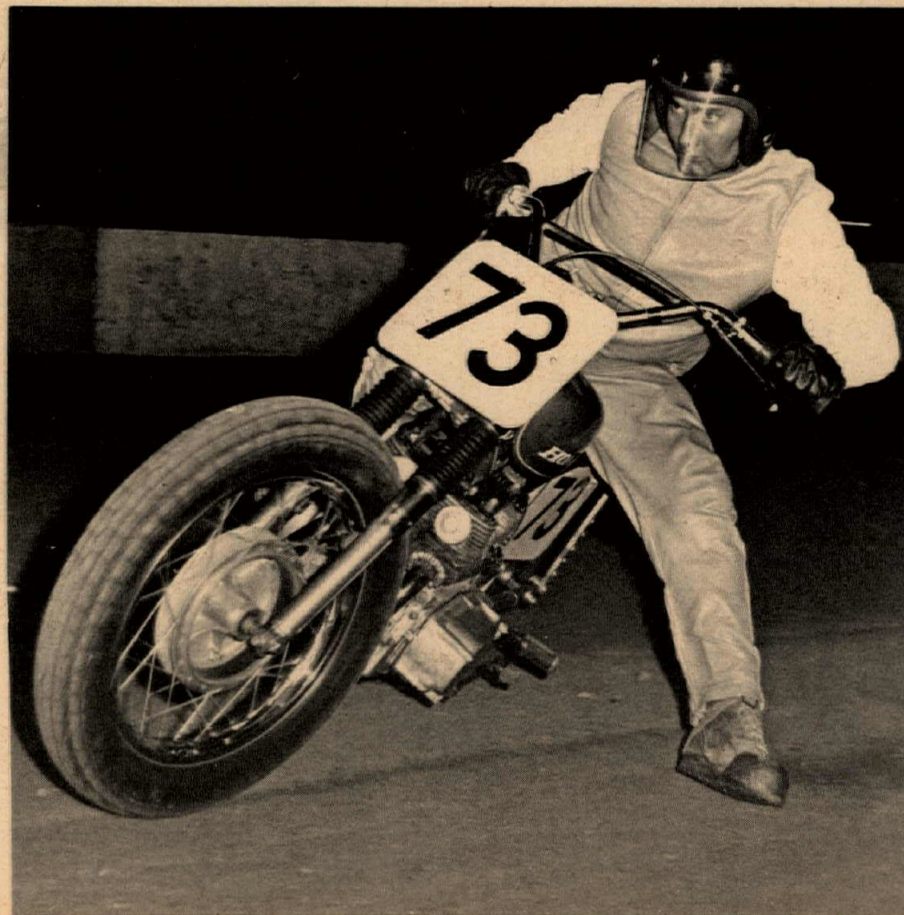
Hughes commented he would be lying if he said he didn't dream of someday entering the Nationals. However, until the time comes when his dream can come true, he follows the races closely. Although he said he has no particular "idol" in the racing world, he was happy to see Gary Nixon win the Grand National Road Races this year in Carlsbad, Calif.

BASNEY BLASTS AT ORANGE COUNTY

Chuck Basney No. 73, really came through last Wednesday night, Oct. 11th. If his father were here he would surely have been pleased. Chuck handily won the 250cc Trophy Dash and could have won the Main Event if he had not bobbled on lap 11 and let Bill Cody sneak underneath him. Chuck really put together the winning combination and has everything going for him. His big old Honda just purred as he tore around the quarter-mile course. Afterwards, Chuck said he probably would have been able to win the Main Event but he started to get a little tired and all it takes is one mistake when you have a fellow like Bill Cody behind you pushing to get by. In hot pursuit of Chuck came Randy Layne and then Chuck Saxton — three Hondas in hot pursuit of Cody on a Bultaco.

In the 100cc event, Russ Robinson got behind Dave Aldana on the last lap to win the Main Event. Russ wasn't quite as fortunate in the Trophy Dash, however, and couldn't get by Dave. The rivalry between these two riders has become a sight to behold each Wednesday night. If Russ wins the Trophy Dash, Dave wins the Main, and vice versa. It's a one-two combination, with both of the boys riding Suzukis and both sponsored by Irv Seaver. Gary Kearns and Ron Taylor finished third and fourth.

Wednesday night October 25 the ACA Championship will be held at Orange County Speedway with a \$200 guaranteed purse. So, if you would like to see the boys competing for the last time this year on the new quarter-mile course, make it on out.



Chuck Basney found the winning combination at Orange County.

Photo by Bob Krups

SIERRA SCRAMBLES SEASON ENDS

Story and Photos by Dale McKinnon

A successful racing season came to a smashing end on October 8, as the Sierra Club of Auburn, Calif. put on one of the better scrambles of the year. Everything was run smoothly and fairly, with no complaints. Sierra club members have a beautiful track and plenty of space to hold any kind of race they would like. They plan on having a few mud runs, oh, joy!

All for one and one for all into the first turn in the 250 Amateur Main. The riders got off the line together and no one was going to give in. As it was, about half of them went down or ran completely off the course so they had a restart. On the restart Gerald Henderson beat the pack away with Cliff Spair and Robert Haustein a wheel behind. Robert got tangled up with several riders and dropped back.

Roger Smart moved up to give notice he wanted first, but he didn't reckon on Henderson's determination to hang onto it. To make things worse, Haustein came from last to pass everyone and miss first by a wheel. He sure rode a beautiful race and has great potential.

In the 250 Expert Main Miles Anderson, Gene Conant and Jim Saiton, all of Petulama, battled it out while bringing up the rear of the star-studded field was none other than John (Junkie) Smith of John Smith Cycle Sales.



Honda-mounted Ralph Keys took second place honors in the Sierra scrambles 100cc Novice Main Event.

They all got going in fine fashion, with Conant and Anderson barely in front, peg to peg. Conant came out of the turn first and finished that way but he sure knew he was in race, as Miles would catch him in the back stretch and ride side by side. Down the stretch Gene would pull away. Miles would try to and they duelled this way in both the heat and Main, lap after lap. It was one of the most exciting races of the day. Miles finally tried so hard that he fell in the last lap, which gave Smith a second.

The 350 Main proved rather interesting as Don Donaldson got away first only to have Jim Elder relieve him of the lead. Don fell back and fought with James Thompson and Ronald Keys for second. It ended up with Ronald and James in a dead heat for third.

All the 500 Amateurs made the first corner together but Bill McClinton had a pretty grim hold on it coming out with Don Coleman right on his rear wheel. Not to be outdone, Bob Hoffman and Jim McClinton moved in there to make it a three-way go for second. It was too much for Don and he let Jim slip by. It wasn't long before Bob decided to make his bid coming in a close third.

In the 650 Amateur Main, Bill Flett and Wayne Chase fought for the No. One spot. Wayne always does real well in the heats, but in the Mains he seems to lose out. There isn't a bike or a rider there



One-two-three in the 650cc Amateur Main went to this close riding trio: #71 Bill Flett (Triumph), #55 Wayne Chase (H-D) and #5 Jim Foster (Triumph).

Chase can't beat; he proves it in the heats. And he has the machinery — a Harley Sportster — but he followed Flett all around the course and couldn't catch him.

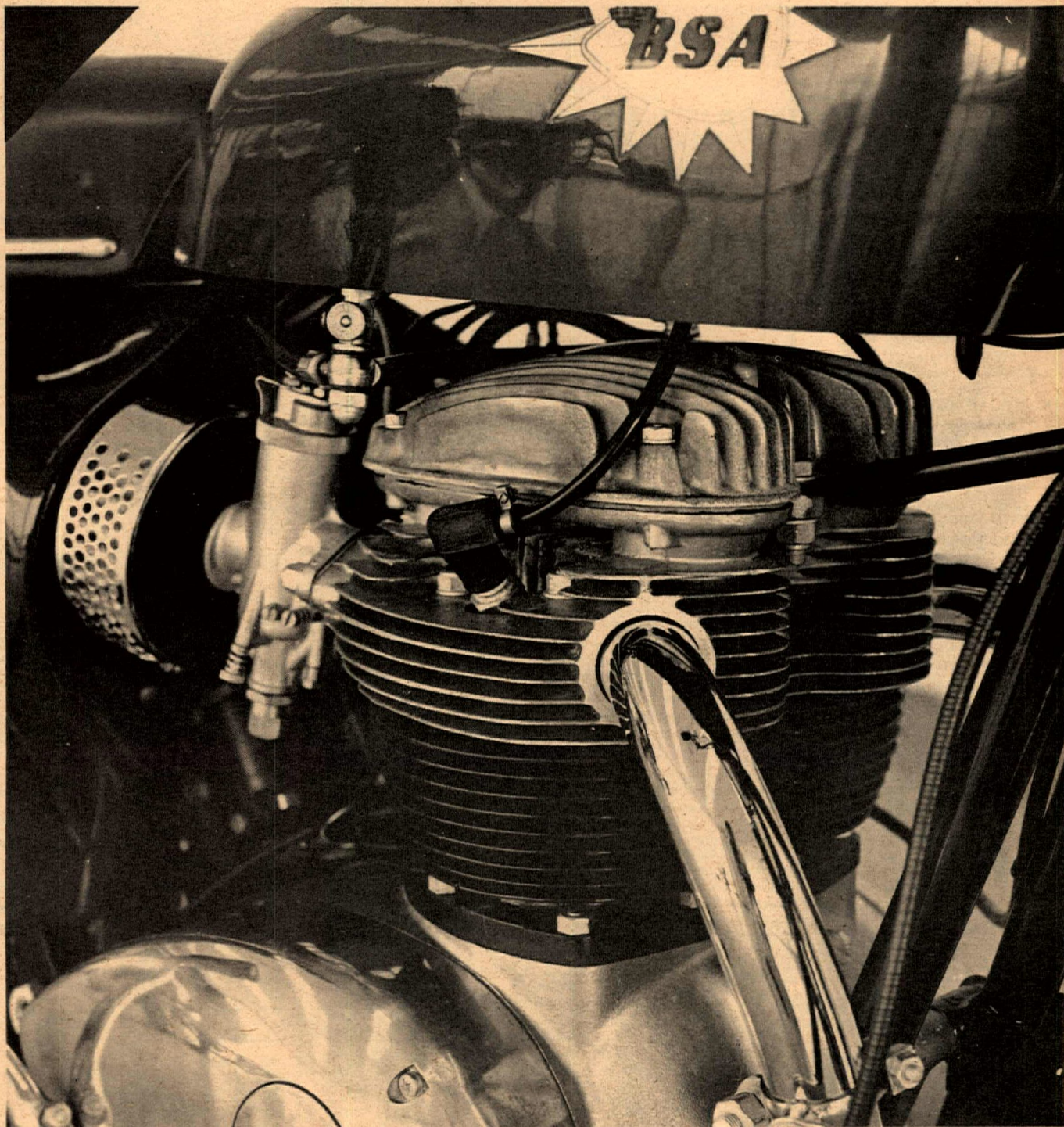
The last event of the day and season was the 650 Expert Main with Carl Cranke, Jim Saitone and Gene Conant the stars. In the heat they rode so close one could have covered them with a postage stamp. Saitone grabbed the lead and hung on to it but Carl and Gene were trying to take it away from him all the way, first on the inside then outside.

In the Main they picked up where they left off in a three-way go. It was mostly Carl and Saitone in the Main. Even though Gene had a momentary lead Carl copped it, then Jim passed Gene to ride peg to peg with Carl, but try as he might Jim had to settle for second. Poor Gene just couldn't seem to get with it after the first lap or so. He didn't do so badly, though: a first in the 250 class and a third in the 650.

I saw my first Benelli in action at this race and was I surprised! It took off so fast from the line you wouldn't believe it. Rod Varley was riding it for the first time (he usually rides a Bultaco). The thing is no beauty but Varley said it handled like a dream and he would have won his 250 Novice heat if the back brake hadn't stuck and dumped him. He claims it handles better than any bike he's ever ridden and he's been on quite a few. Well, we'll see what he does next week at Roseville.

(Results on page 16)

PERFORMANCE BRED



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ELSINORE TT **Elsinore, Cal.,** **Sat., Oct. 14, 1967** By Don Wallen

100 NOVICE	
1. M. Carver	Hod
2. J. Dunn	Bri
3. E. Emmons	Yam
200 NOVICE	
1. D. Voll	Bul
2. B. Speier	Bul
3. D. Jones	Bul
250 NOVICE	
1. E. Shinault	Hus
2. D. Anderson	Hod
3. G. Lane	Bul
350 NOVICE	
1. G. Lay	Hon
2. J. Curre	Hon
3. L. Mamby	Hon
500 NOVICE	
1. B. Hill	BSA
2. E. Hein	Tri
3. J. Jarman	BSA
OPEN NOVICE	
1. F. Sumner	Hon
2. R. Fish	Nor
3. K. Smith	Tri
100 EXPERT	
1. R. Vanderpool	Yam
2. G. Bailey	Hod
3. J. Dunn	Bri
250 EXPERT	
1. G. Bailey	Gre
2. E. Olesen	Bul
3. T. Longwith	Gre
350-500-OPEN EXPERT	
1. J. Kato	BSA
2. R. Prettyman	-
3. L. Taylor	Bul
SWEEPS	
1. J. Kato	BSA

PONDEROSA RUN **Sun., Oct. 1, 1967** By Wes Anderson

OPEN CLASS	
1. Al Baker	Tri
2. Lon Peterson	Tri
3. Charlie Hockie	Bul
4. Steve Kirk	Tri
5. Jim Camaret	Hus
6. Mike McCoy	Gre
7. Jim Choner	Gre
8. John Dorius	Hus
9. Mike Burke	Tri
10. Ken Bourgeois	Hus
11. Ross Termin	Gre
12. Curt Horst	Tri
13. Don Memmott	Hus
14. Rich Mathis	Tri
15. Willie Irving	Tri
TRAIL BIKES	
1. Wes Anderson Jr.	Hod
2. John Stein	Hod
3. Monte Lee	Hod
4. Wayne Garrett	Yam
5. Ken Parks	Hod
6. Tip Rahm	Hod
7. Roy Barnett	Hod
8. Jim Holliday	Hon
9. Mark Rader	Hon
10. Dennis Murphy	Hod
11. Mark Wilson	Yam
12. Dennis Housley	Yam
13. Larry Sherrill	Sac
14. Eldon Carroll	Hon
15. Randy Martin	Hod
1st Girl: Sandy Termin	Hod

MARYSVILLE SCRAMBLES **Marysville, Cal. 10-6-67** By Dale McKinnon

100cc CLASS	
1. Vic Krill	Yam
2. Joe Henry	Hon
3. Francis Ladora	-
200 NOV/AM.	
1. Jerry Baugh	Bul
2. Mike Rockwell	Hon
3. Bill Dawson	Cub
4. Dennis Little	-
250 NOV/AM/EXP.	
1. Miles Anderson	Hus
2. Carl Cranke	Tri
3. Jack Driggs	Kaw
650 NOV/AM/EXP.	
1. Carl Cranke	Tri
2. Dennis Dickerson	Tri
3. Carl Sandgren	-
4. Monte Gibson	Hon

DESERT LIGHTWEIGHT DIV. **POINT STANDINGS** **THIRD QUARTER** By Tom Ruddy & Sandi

		Pts.
1. Ex. Don Watkins	1466	
2. Ex. Bob Belt	1455	
3. Ex. Howard Jackson	1439	
4. Ex. Gary Griffin	1433	
5. Ex. Kendall Angell	1363	
6. Ex. Dennis Torgerson	1145	
7. Ex. George Green	1121	
8. Ex. Dan Kline	1040	
9. Ex. Charles Gates	1019	
10. Ex. Carroll Ditson	1015	
11. Ex. Allison Vanderpool	967	
12. Ex. Bob Rodine	871	
13. Ex. Gary Cole	845	

ELSINORE TT **Sat., Oct. 21, 1967** By Don Wallen

100 NOVICE	
1. K. Tennis	Hod
2. D. Holloway	Hod
3. S. Larson	Hod
200 NOVICE	
1. D. Kanagae	Bul
2. M. Little	Bul
3. D. Voll	Bul
250 NOVICE	
1. D. Willardson	H-D
2. D. Rich	Hus
3. T. Stowell	Mon
350 NOVICE	
1. J. Curre	Hon
2. R. Sutton	Hon
3. H. Davis	Hon
500 NOVICE	
1. D. Burkman	BSA
2. C. Wood	Tri
3. D. Rich	Vel
100 EXPERT	
1. R. Vanderpool	Yam
2. P. Wood	Yam
3. T. Warren	Bul
250 EXPERT	
1. T. Warren	Bul
2. S. Rogers	Bul
3. D. Carlton	Gre
500-OPEN EXPERT	
1. J. Kato	BSA
2. J. Foxe	Tri
3. J. Flores	Tri

TROJAN SPEEDWAY SHORT **TRACK AND TT** By Maureen Lee

TT EVENTS	
Jr. 100 MAIN	
1. Mike Toussau	Hod
2. Don Eide	Hod
3. Paul Wilde	Yam
4. Richard Ray	Hod
5. Mike Plamphere	Hod
6. Herndon George	Yam
SR. 100 MAIN	
1. Tom Warren	Bul
2. Jim Arledge	Yam
3. Gary Bailey	Hod
4. Eric Jensen	Hod
5. Ed Stand	Hod
6. Don Leal	Yam
7. Bob Watson	Hod
8. Dale Hopkins	Hod
250 MAIN	
1. Gary Bailey	Gre
2. Lee Stumpenhous	Bul
3. Tom Warren	Bul
4. Danny Jones	Bul
5. Larry Verdoorn	Bul
6. Bill Arter	Bul
7. Ken Hudson	Bul
TROPHY DASHES	
100cc: Tom Warren	Bul
250cc: Gary Bailey	Gre
SHORT TRACK EVENTS	
TROPHY DASH 250cc	
1. Lee Stumpenhous	Bul
100cc MAIN	
1. Tom Warren	Bul
2. Bob Watson	M-B
3. Paul Wilde	Yam
4. Gary Kearns	Yam
250cc MAIN	
1. Lee Stumpenhous	Bul
2. Tom Warren	Bul
3. Danny Jones	Bul
4. Larry Verdoorn	Bul
5. John Selson	Hon
6. Ken Hudson	Bul
7. Robert Powell	Bul
8. Ken Hanson	Bul

14. Ex. Robert Weatherwax	840	123. Nov. Ray Bandfield	95	231. Ex. Bill Messer	24
15. Ex. George Walker	757	124. Am. Donald Shore	93	232. Nov. Robbie Beecher	24
16. Ex. Gary Conrad	751	125. Nov. Bill Staats	90	233. Ex. Don Bohannon	23
17. Am. Bill Ydiando	725	126. Nov. Skip Welty	90	234. Nov. Jim Perkins	23
18. Am. Stan Phillips	722	127. Nov. James Diehl	90	235. Ex. Ed Scheidler	22
19. Ex. Glenn Thomas	651	128. Nov. Alan Lewis	90	236. Nov. Don Whisenant	22
20. Am. Chuck Kocsis	640	129. Nov. John Adams	90	237. Nov. Dave Chandler	21
21. Am. Lynn Fortner	568	130. Am. Warren Griffin	90	238. Am. Marvin LeBlanc	21
22. Am. Richard Boyle	551			239. Nov. Art Yellin	21
23. Am. Earl Roeseler	535	131. Nov. Dan Wiseman	86	240. Nov. George Etheridge	21
24. Am. Ralph Harris	504	132. Ex. Ed Crowell	85	241. Am. Richard Moseley	21
25. Am. Gary DeWitt	500	133. Nov. Irv. Steinman	82	242. Nov. Leonard Clanton	21
26. Am. Dexter Halldin	494	134. Nov. Ron Franis	81	243. Am. Jim Connolly	20
27. Am. Mike Haller	467	135. Am. Steve Staats	75	244. Nov. Bill Turner	20
28. Ex. Bob Riley	454	136. Nov. Ken Jenner	73	245. Nov. Jerry Richardson	19
29. Am. Yale Camp	440	137. Nov. Don Dixon	73	246. Nov. James Baird	19
30. Am. Mike McCoy	437	138. Nov. Dick Stanworth	70	247. Nov. Al Francis	18
31. Ex. Dave Ekins	425	139. Nov. Max Wade	70	248. Nov. Logan Wagner	18
32. Ex. John Coots	405	140. Nov. Dave Fletcher	70	249. Nov. Jim Carr	18
33. Ex. Malcolm Smith	390	141. Nov. James LeBlanc	70	250. Nov. Doug Slumskie	17
34. Ex. Bill Friant	390	142. Nov. John Freeman	70	251. Ex. Lon Peterson	17
35. Ex. Bill Harry	384	143. Nov. Charles Bertalon	70	252. Nov. Joel Gillingwaters	16
36. Am. Bob Kulek	375	144. Nov. James Fishback	70	253. Nov. Gary Moen	16
37. Am. Pat McGuire	360	145. Nov. Ed Wanjon	67	254. Nov. Howard Markham	16
38. Am. Don Abbott	357	146. Nov. Mike Hinshaw	67	255. Nov. Tom Harrington	16
39. Am. Walt Podolece	354	147. Am. Chester Nakamoto	66	256. Nov. Paul LeBeau	15
40. Ex. Charlie Hockie	345	148. Nov. Jimmy Stein	66	257. Nov. Ken Carnes	15
41. Am. Ron Bishop	345	149. Nov. Richard Hall	65	258. Nov. Everett Creach	15
42. Ex. Moe Griffin	341	150. Nov. Clyde Howdy	65	259. Nov. Tom Crain	15
43. Am. Tom Senner	335	151. Nov. John Shepard	65	260. Nov. Mickey Munoz	15
44. Am. Jimmy Thomas	335	152. Nov. Art DeVine	64	261. Am. Art Ramirez	15
45. Am. Frank Cochran	328	153. Nov. Mickey Alzola	63	262. Nov. Don Rapp	14
46. Am. Edgar Miller	322	154. Nov. Jerry Wagner	63	263. Nov. Carroll Skov	14
47. Am. Tom Poteet	320	155. Nov. Gary Gibson	62	264. Nov. Bill Ward	14
48. Am. Stanley Leak	317	156. Nov. Monty Majksky	61	265. Nov. Don Stanley	14
49. Am. Charles Hermansen	316	157. Nov. Ross Termin	60	266. Nov. Bud Jones	14
50. Am. Peter Slavik	313	158. Nov. Doug Simington	60	267. Nov. James Bentley	14
51. Am. John Maroney	310	159. Ex. Tom Ruddy	60	268. Nov. Hector Shriver	13
52. Am. Casey Folks, Jr.	310	160. Nov. Jim Watson	60	269. Nov. Tracy Best	13
53. Am. Arden Schug	308	161. Nov. Ed Scott	58	270. Nov. Ken Meter	12
54. Ex. Don Clemens	305	162. Nov. Bob Wright	56	271. Nov. Thomas Hudson	12
55. Am. Ted Peterson	295	163. Nov. Joe Sanderson	55	272. Nov. Gary Brittain	12
56. Am. Chesley Smith	294	164. Nov. Chief Galbraith	55	273. Nov. Dean Goldsmith	12
57. Am. John Anderson	290	165. Nov. Joe Botti	54	274. Nov. Peter Roberts	12
58. Ex. Bill Hutton	280	166. Nov. Ken Habegger	52	275. Nov. Tom Culp	12
59. Am. Kurt Luhmeyer	255	167. Robert Shugrue	52	276. Nov. Jim McClurg	11
60. Am. Joseph Kulek	253	168. Nov. George Holt	52	277. Nov. Howard Hoffman	11
61. Ex. Steve Camp	251	169. Nov. John Schulz	50	278. Am. James Corning	11
62. Am. Dick Smith	243	170. Am. Steve Cole	50	279. Nov. Paul Schulz	10
63. Nov. Jim Beres	240	171. Ex. Phil Bowers	50	280. Nov. Fred Soteris	10
64. Am. George Zuber	239	172. Nov. Howard Vassar	50	281. Am. Joe Yrigoyen	10
65. Ex. Lynn Cole	230	173. Nov. Norman Monarch	49	282. Nov. Dane Anderson	10
66. Ex. Wes Kellogg	226	174. Nov. Ed Houtz	49	283. Nov. Richard Schultz	10
67. Nov. Russ Woodworth	225	175. Nov. Noman Smith	46	284. Nov. Robert Higbee	10
68. Nov. Darryl Ellis	223	176. Nov. Harold King	46	285. Nov. Jim Miller	10
69. Am. Carl Stevens	215	177. Am. Don Leech	45	286. Nov. Dick Lichtenfeld	10
70. Nov. Dick Fichtner	213	178. Nov. Mike Popovics	45	287. Nov. David Malone	10
71. Nov. James Cooke	212	179. Nov. Alan Gibbs	45	288. Ex. Harlan Bast	10
72. Am. Gary Gerlich	205	180. Nov. Marvin Beard	45	289. Am. Kim Kimball	10
73. Am. Bill Reagan	204	181. Nov. Johnny Shepard	45	290. Nov. Richard Juarez	9
74. Am. Willis "Dub" Smith	190	182. Am. Jim Alsup	45	291. Nov. Mel Poteet	9
75. Ex. Bill Johnson	190	183. Nov. Art Heinrich	45	292. Nov. Donald Hess	9
76. Ex. Noel Cobbs	190	184. Nov. Kenneth Evans	45	293. Nov. Don Ross	9
77. Am. Don Benson	185	185. Nov. Jim Williford	43	294. Nov. Mike Mulligan	9
78. Nov. Fred Trueman	184	186. Nov. Bill Walters	42	295. Nov. James Rutter	9
79. Ex. Larry Haley	183	187. Ex. Orie Cole	40	296. Nov. Larry Willett	9
80. Nov. Gerald Dobson	182	188. Nov. Glynn Smith	40	297. Nov. J.L. Ellsworth	8
81. Ex. Bud Goosen	180	189. Am. John Harrison	40	298. Nov. Melvin Shapiro	8
82. Am. Ron Hall	175	190. Nov. Al Goodson	40	299. Nov. Carroll Walker	8
83. Am. Jim Choner	174	191. Nov. Tom Brooks	40	300. Nov. Richard Foster	8
84. Nov. James Close	169	192. Ex. Nick Nicholson	40	301. Nov. Larry Sproles	8
85. Nov. Jess Woodfin	167	193. Nov. Donald McNamee	40	302. Nov. Joseph Mazza	8
86. Nov. Bill Menchen	165	194. Nov. Allen Boyle	39	303. Nov. Ralph Newcomb	7
87. Nov. Don Afflack	161	195. Nov. Calvin Sukut	38	304. Nov. Ray Rieger	7
88. Ex. Bill Hill	160	196. Nov. Ron Burpo	37	305. Nov. Kenneth Jordan	7
89. Ex. Max Switzer	155	197. Nov. Jim Greaves	37	306. Nov. William Rietveld	7
90. Nov. Terry Trachy	153	198. Nov. Dennis Schneider	37	307. Nov. Luther Rivers	7
91. Ex. Don Houser	152	199. Ex. George Darnell	35	308. Nov. Bruce Safford	7
92. Am. Steve Ellsworth	150	200. Nov. James Cady	35	309. Nov. Marvin Parry	7
93. Nov. Dave Richardson	150	201. Nov. John Oddone	35	310. Am. Bert Stewart	7
94. Ex. Ray Johnson	150	202. Nov. John Douglas	35	311. Nov. John W. Schulz	6
95. Ex. Bill Thorwaldson	149	203. Nov. Al Hillan	35	312. Nov. Jim Hill	6
96. Nov. Terry Haug	149	204. Nov. Tom Scales	35	313. Nov. Walter Vanderhoef	6
97. Nov. Warren Goff	148	205. Nov. Skip Smith	35	314. Nov. Donald Bernard	6
98. Ex. Lloyd Lingelbach	144	206. Nov. J.R. Artz	34	315. Nov. R.W. McIntyre	5
99. Nov. Robert McCommon	144	207. Am. Bob Ashline	33	316. Nov. Pete Prestia	5
100. Am. Hugh Gipe	144	208. Nov. Fred Bailey	33	317. Nov. Bill Baum	5
101. Nov. Ken Bourgeois	144	209. Nov. Ed Fuller	32	318. Nov. Troyce Gayle	5
102. Ex. J.N. Roberts	140	210. Nov. Fred MacDougall	32	319. Nov. Richard Pomo	5
103. Am. Gary Schuelke	138	211. Nov. James Lang	31	320. Nov. Michael Leitch	4
104. Nov. Fred Dannenfelzer	136	212. Nov. John Boughner	30	321. Nov. Eugene Cox	4
105. Ex. Jim Brunson	135	213. Am. Jack Gray	30	322. Nov. Terry Nottingham	4
106. Ex. Neil Fergus	130	214. Am. Boyd Hjalmarson	30	323. Nov. Sam Turner	3
107. Nov. Lonnie Betts	130	215. Nov. Roy Prince	30	324. Nov. Frank Mellinger	3
108. Am. John Isaacs	125	216. Nov. Ernie Aragon	30	325. Nov. Dale Stoner	3
109. Nov. Gerald Carrick	122	217. Ex. Floyd Burke	30	326. Nov. Ken Weston	3
110. Ex. John Mallett	120	218. Nov. Richard Hale	30	327. Nov. Rudy Lucero	3
111. Nov. Tom Muto	120	219. Nov. Marshall Carey	29	328. Nov. Dennis Tooman	3
112. Nov. Earl Penny	118	220. Nov. Vern Brown	29	329. Nov. Ralph Trachy	2
113. Nov. Allen Welcome	117	221. Nov. Larry Bowser	29	330. Nov. Boris Dobrotin	2
114. Ex. Tim Smith	111	222. Ex. Burt Brundage	27	331. Nov. George Whitehead	2
115. Nov. Tom Dobson	110	223. Nov. Robert Edwards	27	332. Nov. Mike Brown	2
116. Nov. LeRoy Strand	105	224. Nov. Mike Steele	27	333. Nov. Gerald Eckert	1
117. Nov. Walter Fichtner	105	225. Nov. Bill Turner	25	334. Nov. Donald Morrison	1
118. Nov. Jerry Jeffery	105	226. Nov. Charles McCoy	25	335. Nov. Ed Enoch	1
119. Ex. Bill Hair	100	227. Nov. Larry Lane	25	336. Nov. Jon Lindeberg	1
120. Nov. Don Memmott	99	228. Ex. Wilton Hill	25	337. Nov. Keith Collier	1
121. Nov. Don Buhl	98	229. Nov. Gary McElrath	25	338. Nov. Robert Maley	1
122. Nov. Lee McCormick	96	230. Nov. Bruce Dunford	25		

ASCOT 15-LAP EXPERT MAIN EVENT

LAP CHART

DESERT TRAIL BIKE POINT STANDING (3rd Quarter)

By Ken Peterson

	Pts.
1. Jack Morgan	2560
2. Jack Froelich	1655
3. Roy Barnett	1275
4. Wes Anderson Jr.	1101
5. Rich Walden	990
6. Frank Morgan	965
7. Dick Wright	885
8. Cleve Thomas	852
9. Frank Wheeler	850
10. Ed Scheidler	844
11. Tom Fee	827
12. Pete Foster	790
13. Jan Ditson	773
14. Rosemarie Martino	749
15. Eric Jensen	736
16. Robert Waters	680
17. Tom Ruddy	655
18. John Harrison	644
19. John Maroney	634
20. Hime Oshima	625
21. William Lindsay	607
22. James Jacklett	580
23. John Stein	555
24. Scott LaPraik	554
25. Robert Paxton	520
26. James Alsup	491
27. Bob Clark	453
28. Mitchell Miller	435
29. Rod Robbs	422
30. Leo Froelich	403
31. Jack Krizman	400
32. Michael McClure	368
33. Rick Stumpf	366
34. Duane Roehr	353
35. Kenneth Markham	346
36. Wes Anderson Sr.	335
37. Red Thomas	322
38. Doug Yerkes	315
39. Al Baker	300
40. Greg Miller	300
41. Lloyd Taylor	300
42. John Hancock	295
43. Don Reynolds	295
44. Wallace Dibble	280
45. Thomas Hoyle	280
46. Norm Benham	265
47. Roger Engler	253
48. Dave Douglas	250
49. Monte Lee	235
50. Lynn Wilson	232
51. Tony Clark	230
52. Jim Lane	230
53. Jeff Heininger	229
54. Laurance Mulock	227
55. Terri Bryce	220
56. Bobby Ewing	219
57. Alan Guiliany	213
58. Jack Perrin	201
59. Pat McGuire	191
60. Jim Mahoney	184
61. Bobby Steffan	180
62. Barry Eisenberg	167
63. Ken Cameron	165
64. Bob McLaughlin	165
65. Gene Sauza	160
66. Ed Crowell	160
67. David Messer	155
68. Bill Gaines	155
69. Carl Iverson	155
70. Steve Scott	155
71. Randy Klassen	151
72. Al Ferdman	149
73. Darryl McKay	148
74. Pierre Montgomery	142
75. Richard Chambers	137
76. Jan Banoringa	137
77. Bill Landefeld	136
78. Jerome Johnson	130
79. Hank McGill	129
80. Steve Holladay	127
81. Dale Webb	125
82. Dan Etheridge	123
83. David Rymal	116
84. Gary Griffin	115
85. W.C. Stanfill	114
86. Dwight Furnish	112
87. Larry Hedden	108
88. Wayne Taylor	107
89. Mike Payse	105
90. Carl Steven	100
91. Ron Matheny	100
92. Thomas Jenkins	100
93. Don Payse	100
94. Bob Thomas	100
95. Roger Twedell	100
96. Sandra Termin	98
97. E.C. Birt	98
98. Carl Bergman	96
99. Stan Leak	95
100. John Sandeen	95
101. Jim West	91
102. Dean Goldsmith	90
103. Dennis Bergquist	90
104. Bill Friant	90
105. Jack Donnenberg	87
106. William Kelly	85
107. Mary Ann Eyre	82
108. Ron Burpo	82
109. Darryl Scalla	81
110. Ray Bandfield	80
111. Tracy Holmes	80
112. Ron Gibson	79
113. Doug Sterling	79
114. Gene Hensley	78
115. Don Sillings	77
116. Joey Sanders	76
117. Jack Spencer	74
118. Glenn Scott	72
119. David Williams	70
120. Jim Saunders	70
121. James Stone	70
122. David Anderson	69
123. John Walgumuth	68
124. Joseph Todd	67
125. Jim Sandefer	65
126. Dennis Pomato	65
127. Randy Devine	63
128. John Sampson	61
129. Steve Tuso	60
130. John McLaughlin	60

Pts.

131. Gary Little	60
132. Gary Bailey	60
133. Vice Eyre	59
134. John Patterson	59
135. Richard Bleak	57
136. David Oshima	56
137. Jim Brown	56
138. Julian Marquez	56
139. Bill Babroff	55
140. Don Houser	55
141. George Ramey	55
142. Jerry Eyre	52
143. Don Urbanck	52
144. Wm. Blakeslee	51
145. John Brudeerle	51
146. Joe Bihari	50
147. Bob Jones	50
148. Bob Maynard	50
149. Joe Forlizzi	50
150. Warren Burrell	50
151. Dan Smith	50
152. Ian Esg Drake	50
153. Jack Miller	48
154. Bill Moore	47
155. Chuck Purcell	46
156. Jack Johnson	45
157. Hayward Mendenhall	45
158. Dave Clark	45
159. Larry McClellan	45
160. Don Feehrer	43
161. John Klocker	42
162. Skeet Wiley	41
163. Jim Gordon	40
164. Ron Hein	40
165. Clarence Scott	38
166. Brian Kock	38
167. Charles Johnson Jr.	36
168. David Dauer	35
169. Alex MacPherson	35
170. Don Eide	35
171. Gary Peterson	35
172. Vern Autrey	33
173. Randy Martin	33
174. Ira Mahoney	32
175. Tom Johnson	31
176. Norm Fischer	31
177. Tom Winne	30
178. Tina Peterson	30
179. Terry Nichols	30
180. Dennis Carlson	30
181. Sherman William	30
182. R.L. Willeford	29
183. Randy Waldon	27
184. James Gilchrist	25
185. George Currier	25
186. Jim Curry	25
187. John Abbate	25
188. Jerry Bartlett	25
189. Don Ward	25
190. David Brooks	25
191. Marvin Steele	25
192. Robert Thompson	24
193. Rick Wright	23
194. Gordon Phil Brook	23
195. Benton Cheatwood	22
196. Lee Lehman	21
197. James O'Neill	21
198. Michael Harper	21
199. M.L. Pennington	21
200. Bill Gomen	21
201. Fred Miller	21
202. John Hurley	21
203. Don Cooper	21
204. David Washburn	21
205. Wayne Powell	21
206. Jeff Knapp	20
207. Don Redmayne	20
208. E.M. Bell	18
209. Hal Sandefer	18
210. Lon Peterson	18
211. Pat Martin	18
212. Jim Salisbury	18
213. Jeff Creager	17
214. Robert Griffin	17
215. Robert Yarak	17
216. William Barkkari	17
217. Jim Hallifield	16
218. James Furnish	16
219. Ed White	15
220. J.C. Abel	15
221. Fred Hawkins	15
222. Bob Pickett	15
223. Milton Krause	15
224. Marshall Smith	15
225. Carl Sommers	14
226. Curtis Maxfield	13
227. Tip Rahm	12
228. Betty Price	12
229. William Thompson	12
230. Clarence Willis	12
231. Robert Callanan	12
232. Dean Cordell	12
233. James LeBlanc	11
234. Larry Sovern	11
235. Robbin Bachman	10
236. Gerald Taylor	10
237. Casey Lane	10
238. Mike Adams	10
239. Joe Bowen	9
240. Buster Kohlhoff	9
241. Robert Hammond	9
242. Ken Hyde	9
243. Jim Rodine	8
244. Al Limpach	8
245. Bob Pietz	8
246. Steve Brown	7
247. Ed Williams	7
248. Don Watkins	7
249. Ray Turner	7
250. John McCreary	7
251. Pete Den Haan	7
252. James Dvig	6
253. Robert Redmayne	6
254. Ed Earle Jr.	6
255. Fred Austin	6
256. Rick Artz	5
257. John Rance	5
258. Lloyd Powell	5
259. Dennis Murphy	5
260. Rudd Weatherwax	5
261. Bill Woolard	5
262. Richard Mathis	5
263. Wayne Harber	5
264. David Ownbey	4
265. Henry Schafer	4

266. Steve Rauch	3
267. Michael Keena	3
268. Al Engelking	3
269. Bill Tosepti	3
270. Charles Cheek	3
271. Richard Dorr	3
272. Monte Cotton	3
273. Vernon Tucker	3
274. Bob Shaw	2
275. Walter Mellinger	2
276. Keith Tennis	2
277. Joe Green	2
278. Thomas Dempsey	2
279. Randy Morrow	2
280. Pete Klassen	2
281. Everett Rowlands	2
282. Robert Williams	1
283. Frank Lomma	1
284. Bill McMillan	1
285. Randy Rush	1

ORANGE COUNTY SHORT TRACK Wed., Oct. 11, 1967

100 T.D.	
1. David Aldana	Suz
250 T.D.	
1. Chuck Basney	Hon
100cc MAIN	
1. Russ Robinson	Suz
2. David Aldana	Suz
3. Gary Kearns	Yam
4. Ron Taylor	Ital
5. David Quiroz	Gil
6. Chuck Saxton	Hon
250cc MAIN	
1. Bill Cody	Bul
2. Chuck Basney	Hon
3. Randy Layne	Hon
4. Chuck Saxton	Hon
5. Carl Sjolund	Mon
6. Eddie McGregor	H-D

SIERRA CLUB SCRAMBLES Auburn, Cal., 10-8/67

By Dale McKinnon	
100cc CLASS	
1. Kenneth Smith	Hod
2. Ralph Keys	Hon
3. Frank Fuson	Hon
4. Tetty Tyler	Suz
100cc AM-EX.	
1. Harry Dring	MB
2. Joe Allen	MB
3. Leland Barnes	Hod
4. Steve Goff	Kaw
200cc CLASS	
1. Bill Dawson	Cub
2. Joseph Boll	Bul
3. Kenneth Tyler	Bri
4. Bob Miner	Tri
200cc AM-EX.	
1. Merrill Beideman	Bul
2. Ted Bare	Hon
250cc CLASS	
1. Marino LeCurto	Bul
2. Edward Bonds	Bul
3. Jerry Langseth	Yam
250cc AMATEUR	
1. Gerald Henderson	Bul
2. Robert Haustein	C-Z
3. Roger Smart	Bul

LIONS DRAG RESULTS

Oct. 15, 1967

TOP STREET:	
George Meyer	BSA 13.35- 99.44
RUNNER UP:	
Speedy High	H-D 13.18-100.00
STOCK STREET:	
AA - Speedy High	H-D 13.18-100.00
A - Dave Best	H-D 14.60- 91.00
B - George Meyer	BSA 13.35- 99.44
E - Gene Coleman	Suz 15.89- 77.65
F - D. Gurden	Hon 17.31- 70.31
MOD. STREET:	
A - American Speed Cycle	H-D 13.76-101.37
C - Fang Two	Hon 12.96-102.15
E - M. Krieger	Suz 15.01- 81.61
F - R. Norman	Bri 16.03- 80.21

GAS:	
A - K. Davis	H-D 14.21- 98.14
B - Bachtad	Tri 15.25- 86.37
F - D. Pomato	MB 15.91- 78.32

IRWINDALE DRAG RESULTS Oct. 14, 1967

TOP ELIMINATOR:	
Millard Disharoon	H-D 11.45-117.49
RUNNER UP:	
Jim DeSalvo	H-D - -
JR. ELIMINATOR:	
Jerry Nance	Tri - -
RUNNER UP:	
Bob Braverman	Yam - -
STOCK STREET:	
B - Joy Eveleth	Tri 13.55- 95.70
E - Gregg Anchondo	Suz 15.74- 80.93
MODIFIED:	
A - Dan Gleber	H-D 13.31- 99.03
B - Dick Strickland	BSA 12.90-103.21
C - House of Suzuki & Tri.	Tri 13.17- 97.19
D - Jack Murphy	Suz 13.10-100.55
E - Mike Velasco	Yam 13.90- 98.68

250cc EXPERT	
1. Gene Conant	Bul
2. John Smith	C-Z
350cc CLASS	
1. Jim Elder	Hon
2. Don Donaldson	Hon
3. Ronald Keys	Hon
500cc CLASS	
1. Bill Evans	Mat
2. Ben Alley	BSA
3. Richard Carlson	Tri
500cc AM-EX.	
1. Bill McClinton	BSA
2. Jim McClinton	BSA
3. Bob Hoffman	Hon
650cc CLASS	
1. Bill Cordery	H-D
2. Ashley Jeffery	Tri
3. Joseph Boll	BSA
650cc AMATEUR	
1. Bill Flett	Tri
2. Wayne Chase	H-D
3. Jim Foster	Tri
650cc EXPERT	
1. Carl Cranke	Tri
2. Jim Saitone	Tri
3. Gene Conant	Tri

CALIF. EAGLES TOUR

Long Beach, Calif.

Oct. 15, 1967

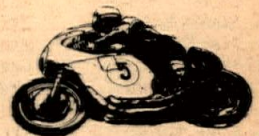
By George Hay	
SWEEPSTAKES:	
1. Joe Smith	
POKER HANDS:	
2. Jeri Rathisf	
3. Dennis Lausche	
CAR ENTRY: Donald Simpson	
OLDEST AMA RIDER:	
Overlanders	
BEST DRESSED MALE:	
Jerald Schlund	
BEST DRESSED COUPLE:	
Penney & Bob Hester	
MACHINE JUDGING:	
Custom:	
1. C.H. Harden	
2. Lucky Moehringer	
3. Melven Maget	
MODIFIED:	
1. Richard Blanchard	
2. Lenard Collins	
3. Lucky Beauchens	
STOCK:	
1. Odie Paterfield	
2. Judy McCombs	
SIDECAR: Tom Gemmell	
BALLOON RACE:	
Jim Taylor	
EGG TOSS:	
Mr. & Mrs. Ratliff	
PIE EATING CONTEST:	
Alvin & Pat Collins	

(Continued on page 19)



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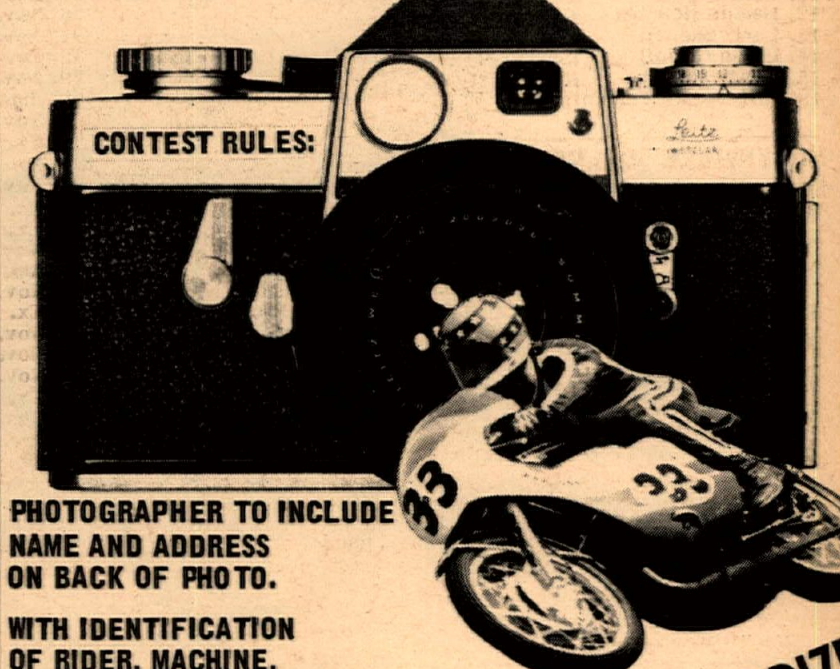


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RESULTS

All results unofficial unless otherwise noted.

'68 DUCATIS UNVEILED

Ducati Meccanica, one of the world's foremost motorcycle manufacturers, have announced that their 1968 line of motorcycles will include ten different models ranging from 100cc Cadet to the powerful new 350cc overhead cam Scrambler.

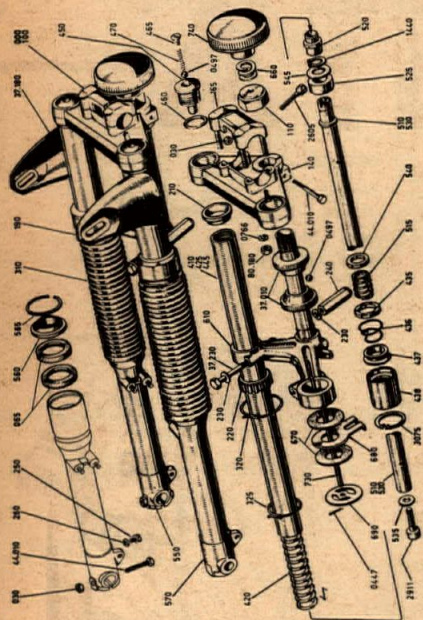
The new Ducati machines introduced in this country by the Berliner Motor Corp for 1968, embody a series of technical advances and performance, all of which the Ducati factory were able to incorporate in the standard production of their 1968 models.

New Scramblers for 1968

Ducati overhead cam Scramblers have long pleased the sports rider who seeks his thrills on the open road as well as off the beaten path. The 1968 Ducati 250cc and 350cc Scramblers have been fitted with a new lightweight heavy-duty competition fork. This double acting telehydraulic fork is fitted to the new tube frame at a new rake angle and has a travel of 6-1/2 inches. The new forks on both the 250cc and 350cc models are fitted with expandable rubber dust covers. The fenders have been re-designed to give the machine a cleaner and sportier appearance.

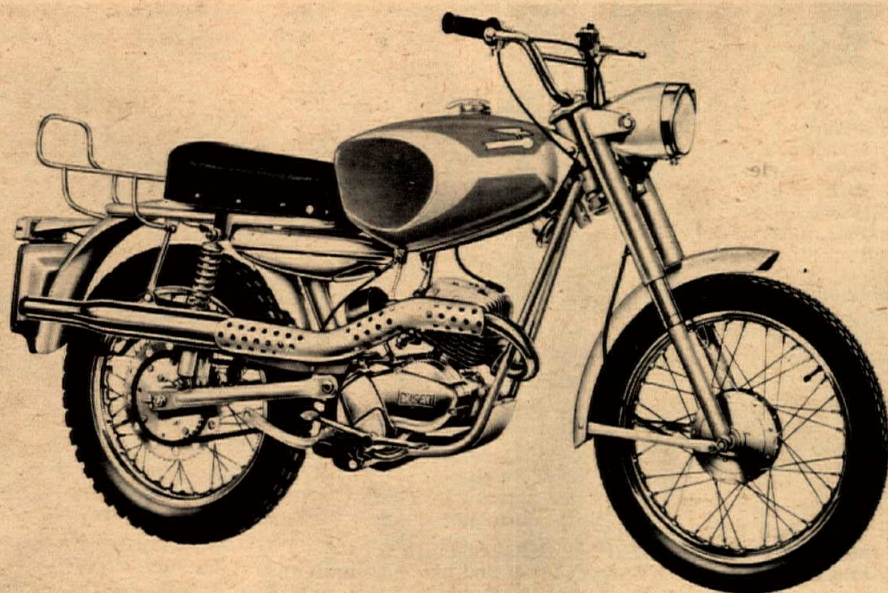
Other changes in the 1968 Scrambler models include an improved starting system, extra deep and firm competition-type saddle and three-way competition type adjustable rear shocks absorbers, fitted with expandable rubber bellows.

The 1968 Ducati 250cc Scrambler



New heavy-duty telehydraulic forks are fitted to both 250 and 350cc Ducatis. New tube frame and rake angle accompany them. Component parts are shown in the diagram.

comes equipped with a 27mm Dellorto sports carburetor, whereas the 350cc model is equipped with a 29mm carb. Both models have efficient, louvered aluminum air cleaners. The 350cc model also incorporates a compression release. These new Ducati Scramblers feature a lightweight alloy engine, the crankcases of the type previously fitted to the successful Formula III competition models. A softer operating clutch has been added and an improved heavy duty kick starter mechanism has been designed for the '68 models. The saddle is longer and softer. The steel footpegs are of the folding type and the high level exhaust pipes come with a quickly removable chrome 'shorty' muffler.



Features of the 1968 Ducati 100cc Mountaineer include large alloy cylinder, chromed liner, alloy head and generous cooling fins. Heat guard, luggage rack and reinforced bars are standard equipment.

Diana Sports for 1968

The 250cc overhead cam Diana Mk III is a fast and reliable model (previously road tested and confirmed to be the fastest 250cc production motorbike "out of the crate" at 110 mph.) The '68 model is lighter; the starting system, as on all overhead cam models, has been improved. To meet the various electrical standards, established by state safety regulations, the lighting system has also been improved.

Other features that have made the Diana Mk III popular with sports rider, include a new sports cam shaft, 150 mph speedometer, 12,000 rpm tachometer, tuned exhaust pipe and megaphone as well as a trim Plexiglass wind screen and number plate. "Extras" included at no additional cost with the Diana Mk III include a second set of flat sports type handlebars, a standard street muffler, carburetor air cleaner, a variety of carburetor jets and a selection of valve adjusting caps.

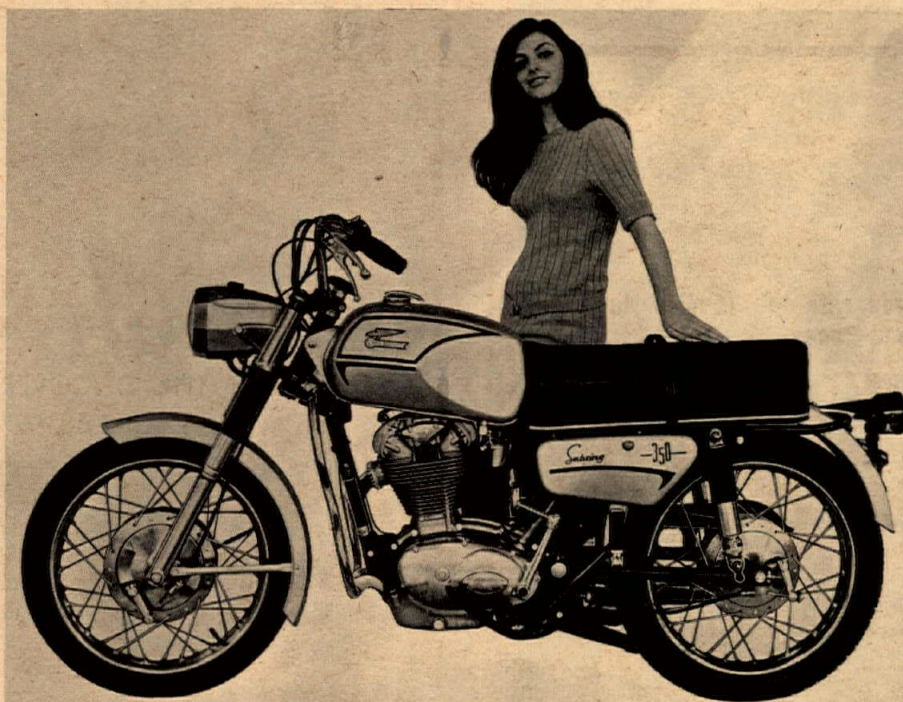
Ducati Lightweights

In the lightweight department, the Ducati Cadet and Mountaineer with the fan-cooled 100cc two-stroke engine have en-

joyed more than their share of successes. These trim little motorbikes for both highway and trail riding, will remain the choice of both the novice as well as the outdoor sportsman. The lightweight engines are fitted with a 4-speed foot shift. Speeds of over 70 mph can be attained with almost unbelievable economy (200 miles per gallon.)

For 1968, a special sports engine has been developed, allowing even greater performance. The engine is fitted with an aluminum alloy cylinder which features a chromed liner. An extra large light alloy cylinder head with fins of generous proportions eliminate the necessity of fan cooling. The '68 models like those of the previous year, have a four-speed gear box which is actuated by a foot pedal. Fuel is introduced via an efficient 24mm Dellorto carburetor.

The 100cc Cadet has a smart dual-seat, passenger footpegs chromed luggage carrier. The 100cc Mountaineer is fitted with a specially re-enforced handle bar, upswept exhaust system with perforated chrome heat guard, sturdy chromed luggage rack and knobby tires. An optional expansion chamber for increased power and performance is available at nominal cost.



Although the girl doesn't go with it, the 350cc overhead cam Ducati Sebring has a five-speed gearbox, large full-hub front and rear brakes, and a variety of iridescent colors to choose from.

THE PEAK

By Charles Cross

The bruises, the chafing, both magnify the pain beyond my endurance limit. Even more staggering, my fear of height, which stretches the span of every minute. Fighting and clawing, my punished muscles strain to prevent the ever lurking plummet. Then, almost too easy, comes the snow-crunching steps to the summit. Suddenly I am king of the beast that had mercilessly nipped me with bite. Me, resounding a great victory as my spirits surge higher than the wildest kite. But my thoughts must not dwell upon this delicious savor. Else the terrible elements take control and quell the victory's flavor. Down, down, trod down the perilous path. Even now, designing a great sequel, that will never be called an aftermath.



PONDEROSA

By Wes Anderson Sr.

It was a clear day at the Ponderosa on Oct. 1 as 51 Open Class bikes roared out to the smoke bomb. Leading was Lon Peterson (Triumph) of the Shamrocks club, with 17-year-old Al Baker (triumph) of the Checkers Club, in close pursuit. The Two young riders duelled for both loops, with Baker beating Peterson by 50 feet. Baker is the only rider to win both Trail Class and Open Class this year. Ken Peterson tunes Baker's and his son Lon's bikes. Internationally famous Charlie Hockie (Bultaco) was third, Steve Kirk (Triumph) was fourth followed by Big Jim Camaret on his new Husky. Willie Irving, top negro desert rider, was 15th overall on his Triumph with the strange looking exhaust system.

Sixty trail bikes buzzed off after the Open Class and 15-year-old Wes Anderson Jr. of the San Gabriel Valley Club was leading on Barry Eisenberg's Hodaka at the bomb. John Stein (Hodaka) of the Rams Club, was riding Anderson's rear wheel. The two riders swapped the lead many times on the two loops, with Anderson taking Stein by 75 feet at the finish.

The two trail bikes finished 16th and 17th overall to the amazement of many big bike riders. Hard riding Monte Lee (Hodaka) worked his way through the pack, after some trouble, and finished third, five minutes after the winner. Wayne Garrett (Yamaha) came in a solid fourth, followed by fifth place Ken Parks, another Hodaka rider. Sandy Termin (Hodaka) of the Desert Daisies Club was first gal.

Muntz Cartridge City donated six stereo tapes that were given in a drawing. Big Red Nicholas and daughter Rae were on the radio checks. The Ponderosa Air Force was watching for cheaters. See you at the next Ponderosa, Nov. 5th. (Results on page 16)

MARYSVILLE SCRAMBLES

By Dale McKinnon

Marysville had what could have been the best flat track in Northern California. However, they weren't satisfied; a scrambles course is more to their liking. They stretched it out to a quarter-mile with a wooden ramp as a jump.

Man, what a jump! The straightaway was long enough that one could get up about three-quarter steam and if you hit it at that speed you might land on the other side of the fence a hundred yards down the track. Most of the riders didn't like it so they took it out and will have a more suitable one by next week.

In the 100 class Joe Henry took a quick lead with Vic Krill right on his tail. Paul Minor, who was in there also, fell, then Joe went out and left the lead and a well deserved win to Vic. Incidentally, this is his second Trophy in a row.

They haven't had enough riders to separate the Nov/Am/Exp. classes so in some events they all ride together under a penalty system. Jerry Baugh, a Novice riding a Bultaco, took a quick lead in the 200 go and Expert Mike Rockwell worked his way up to second but he and his Honda couldn't get by Jerry, who is getting better with each race.

Novice Scott Marran got off the line real good in the mixed 250 event, held the lead a lap or so then Miles Anderson on a Husky, riding for Gene's Automotive in Rockland, took over. Carl Cranke started the night on a 238 Kawasaki but it wasn't fast enough so he hopped aboard Bill Dawson's Cub and went on to take second. He caught Miles, then passed him, then rode peg to peg with him for awhile. They swapped again but Miles took home first place Trophy; it was a real hum-dinger of a race.

a lineup including Carl Cranke on a 500 Triumph, Dennis Dickerson (Triumph), Skip Hurlimin, who was along just for the ride, and Monte Gibson on a 350 Honda. Bob Howard decided he wanted the lead and took it. Cranke didn't like the idea so relieved him of it before the end of the first lap. Dickerson came up to ride alongside Howard for awhile, then got tired of that and moved into second, so he could give Carl a bad time. Monte stayed in there for fourth which was real good considering him a Novice on a 350 against Experts.

They are going to have one more Friday night race then move to Sunday. If they keep up the good racing and the good trophies they will attract all the area riders. And they expect to have a race almost every week; neat, huh?

(Results on page 16)

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HI-JINX SCRAMBLES

El Mirage, Cal. 10-15-67

0-80cc CLASS
1. Chuck Basney
2. Karl Wilson
3. Larry Rowe
4. Tim Wialton
5. Bill Hardin
6. Larry Bird
7. Tom Burroughs
8. Ron Hester
9. Gene Hester

81-125cc CLASS
1. Frank Wheeler
2. Larry Welborn
3. Frank Vallefuoco
4. Keith Kenneth
5. George Ramey
6. Fred Mendez
7. Bill O'Neill
8. Richard Hays
9. John Welborn
10. Tom Walton

ASCOT HALF-MILE

Friday, Oct. 20, 1967

15-LAP EXPERT FINAL
1. Mel Lacher H-D
2. Dan Haaby BSA
3. Shorty Seabourne BSA
4. Chuck Jones BSA
5. Sammy Tanner BSA
6. Randy Say BSA
7. Cal Rayborn H-D
8. Clyde Litch Tri
9. Jim Berry H-D
10. Ron Kruseman BSA

8-LAP NOVICE FINAL
1. Rick Durkee Suz
2. Rick Elisarraras Suz
3. Steve Pederson Kaw
4. Ken Lighthouse Yam
5. Dave Smith H-D
6. Bill Cody H-D
7. Ted Newton H-D
8. Fumio Ito Yam
9. Bill Neilson Yam
10. Ralph Acosta H-D

10-LAP AMATEUR FINAL
1. Phil Todd BSA
2. Lenny Earl H-D
3. Ron Lacher BSA
4. Marty MacDonald Hon
5. Gary Waldo H-D
6. Lloyd Houchins BSA
7. Jay Crawford H-D
8. Carl Patrick Tri

NORTH-SOUTH SCRAMBLES CHAMPIONSHIP

Edgewood, Md. Oct. 16, 1967

By Judy McKeen

0-100cc AMATEUR
1. Thomas Kemerly Bul
2. Edward Snoderly Hon
3. Joe Colavito Bri

0-100cc EXPERT
1. Denny Varnes Bri
2. Tom Patton Bul
3. Bruce Triplett Kaw

101-125cc AMATEUR
1. Terry Nichols Bul
2. Donald Loker Bul

3. Miller Hamilton Ben
101-125cc EXPERT
1. Alan Munroe Bul
2. John Bettencourt Bul
3. Gary Fisher Bul

126-175cc AMATEUR
1. John Payne Bul
2. Tim Stancill Bul
3. Jerry Fraleigh Hon

126-175cc EXPERT
1. Jerry Neal Bul
2. Ralph Seltzer Jr. Bul
3. Robert Sweeten Bul

176cc-200cc AMATEUR
1. Richard Kish Bul
2. David Knowles Bul
3. Gordon Beatty Tri

176cc-200cc EXPERT
1. William Schaeffer Bul
2. Mike Bird Bul
3. Wayne Lahr Tri

201cc-250cc AMATEUR
1. Ray Gollan Bul
2. Harry Wynns Mon
3. Thomas Snow Gre

201cc-250cc EXPERT
1. William Dutcher Bul
2. Dave Sehl H-D
3. Glenn Vincent Bul

251cc-350cc AMATEUR
1. Ed Snoderly Hon
2. Bernard Reichert Hon
3. Mario Maldonado Yam

251-350cc EXPERT
(1st & 2nd place protested)
1. Joe Bolger Hon
2. Robert Sweeten Hus
3. George Paramellee Hon

351cc-500 AMATEUR
1. Jay Matricciani BSA
2. Glenn Pierce Tri
3. Donald Dorman Tri

351cc-500cc EXPERT
1. Dave Sehl Tri
2. George Cunha Tri
3. Mike Sponseller BSA

OPEN AMATEUR
1. Terry Nichols Tri
2. Baron Stutz Poser BSA

3. Richard Cowles Tri
OPEN EXPERT
1. Ed Varnes BSA
2. Charles Vincent Tri
3. Ed Williams Tri

POWDER PUFF
1. Jo Ann King Bri
2. Joyce Triplett Kaw
3. Helen Schwein Yam

LTWT. NORTH-SOUTH CHAMPIONSHIP
1. William Schaeffer Bul
2. Ed Varnes BSA
3. Alan Munroe Hon

HVYWT. NORTH-SOUTH CHAMPIONSHIP
1. Ed Varnes BSA
2. Dave Sehl Tri
3. George Cunha Tri

SILVER QUEENS POKER RUN & SCRAMBLES
Las Vegas, Nev.
Sun., Oct. 1, 1967

STREET POKER RUN
1. Lynn Callendar 3 kind
2. Sherry Greer 2 pr.
3. Ron Loomis 1 pr.

DESERT POKER RUN
1. Selma Lewis 2 pr.
2. Casey Folk 2 pr.
3. Tom Culp 1 pr.

SCRAMBLES
50-90cc NOVICE
1. Mike North Bri
2. John Slagle Yam
3. Bill Berthold Hon

90cc AM/EXP.
1. Danny Somalla MB
2. Tom Culp Hon
3. Don Crego Zun

250cc NOVICE
1. Bill Dickie Bul
2. James Gresham Bul
3. Ken Cameron CZ

250cc AM/EXP.
1. Bob Tooley Bul
2. Tom Jones H-D

3. Jay Willey Mon
500cc CLASS
1. Bob Mikowski Tri
2. Ron Sattler BSA
3. Lonnie Conner -

600cc CLASS
1. Chuck Hatcher Tri
2. N. Summey Nor
3. Billy Record Tri

SOUTHERN CALIFORNIA M.C. TURKEY HARE & HOUND
Red Rock Canyon, Cal.
October 22, 1967

By Dick Wright
1. Gary Conrad 500E Gre
2. Dick Dean Op.E Tri
3. Mike Patrick Op.E Nor
4. Lou Peterson Op.E Tri
5. Bob Belt 250E Gre
6. James Martino 500E BSA
7. Spence Windbiel Op.A Tri
8. Bill Ydiande 250A Hus
9. Jack Byers Op.E Tri
10. Howard Jackson 250E Hus
11. Gary Cole 250E Hus
12. Bob Ewing Op.E Hus
13. Bob Arison Op.E Tri
14. Bob Riley 250E Gre
15. John Coats Op.A Tri
16. Don Watkins 250E Gre
17. Al Baker Op.A Tri
18. Glenn Thomas 250E Gre
19. Carter Robins Op.N Tri
20. Dave Lewis Op.A Tri

100cc CLASS
1. Dave Ekins Ex Zun
2. Jack Morgan Ex Hod
3. Jim Jacklet Am Hod
4. Jack Krizman Ex Yam
5. Pet Foster Ex Hod
6. Ray Bandfield Nov MB
7. Bob Waters Am Hod
8. Tom Fee Ex Hod
9. Lloyd Taylor Nov Hod
10. Hank McGill Nov -
11. Jack Froelich Ex Hod
12. Dick Wright Ex Hod
13. Wes Anderson Jr. Ex Hod
14. Ed Scheidler Ex -

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Name _____ age _____ Address _____ City _____

State _____ I will ride a _____ motorcycle a total distance of _____ miles to starting place at Tijuana. I hereby agree to abide by the rules of the tour and to obey the laws of Mexico while I am in her boundaries. And I further agree to hold blameless the sponsors, owners, promoters, lessees and tenants of the premises for any loss or injury to myself or my property in which I may become involved by reason of my voluntary participation in this contest. I enclose \$2.50 for one pre-entry card. Please send complete information by return mail.

HAVE YOU READ THIS ENTRY BLANK? (please answer YES or NO) _____

MAIL TO - Cycle News GRAND M/C TOUR, Box 498, Long Beach, California

entry signature: _____

CAUTION: Parents must co-sign if rider is under 21 years of age

Parents signature _____

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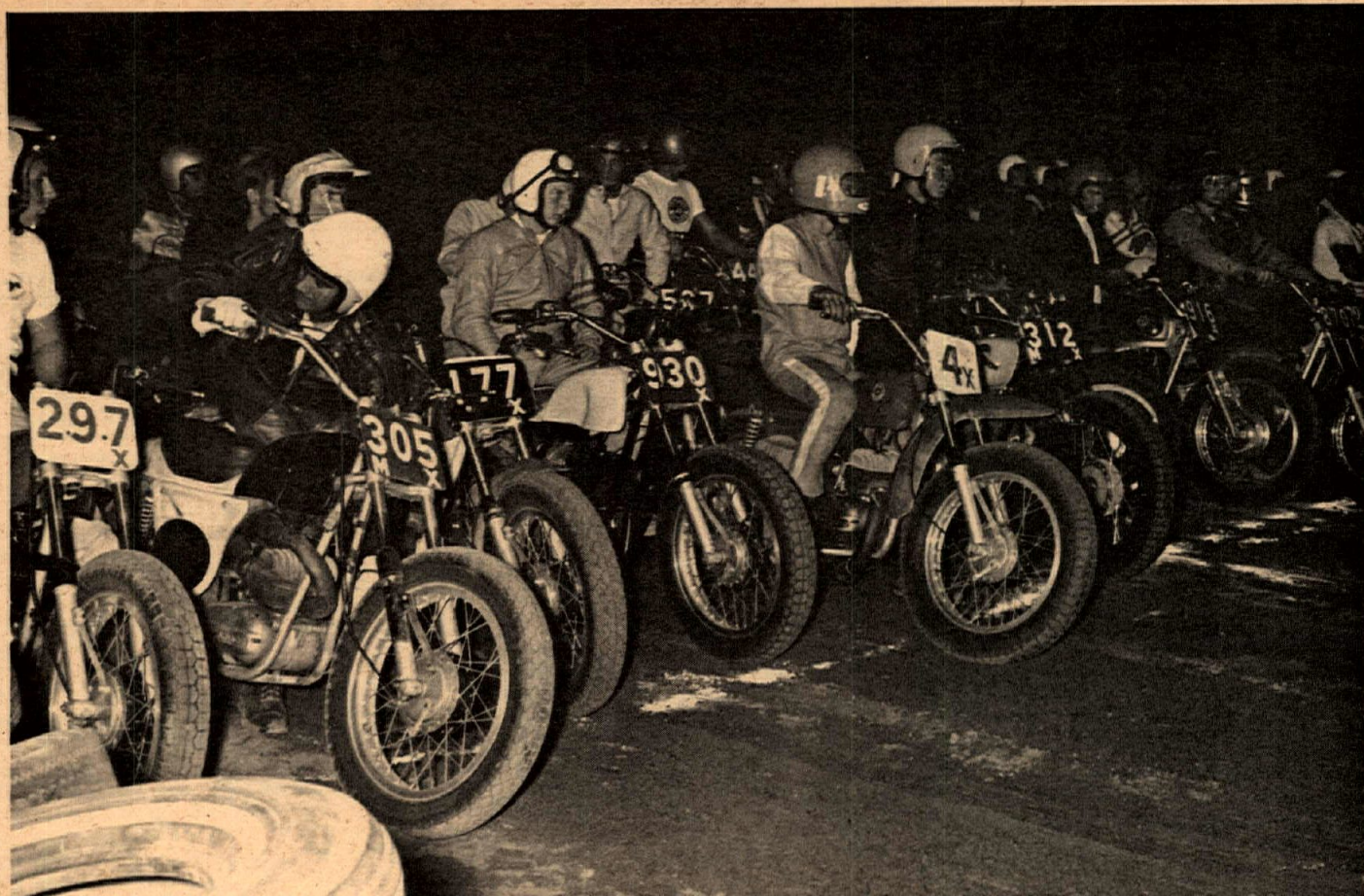
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ELSINORE AT NIGHT

Photos by Manuel A. Burton



Riders from all classes await a practice turn. Among them are Keith Mashburn (4x) and Tom Warren (177x).

By Don Wallen

A near-perfect scrambles came off great as 150 ready, willing and able riders, friends, wives, kids, etc. made it to Elsinore again on Sat. night, Oct. 14, for a total of 41 events, in this case in unmarred safety. This week's regular Saturday night races resumed after the first Gripsters point meet last week. Of interest to all is that there will be special events in the future at Elsinore, and that's all that can be said now but keep looking for an announcement in Cycle News!

250 Expert and Novice

A big crowd of Novices, 25 in all and about half that many in the Expert category put on a show all by themselves. In the Experts ranks all you have to do is put in shoes like G. Bailey, D. Carlton, E. Olesen, L. Taylor and T. Gayle for great competition. Add to that the Novices like E. Shinault, D. Anderson, G. Lane, K. Hudson and T. Twaits, a few of whom are riding against the Experts.

In the 1st Heat, Bailey on that potent Greeves did battle with Taylor on a



Winner of the 250cc Main, Gary Bailey shows his stuff on the sweeper.

Bultaco and Shinault on a Husky. This was very rounded competition in that these three makes of bikes could be compared as to power, handling, top end, etc. Bailey's Greeves seemed to be in the middle for torque with Taylor's Bultaco better on the top end and the Husky of Shinault's was a cross between the two.

At Elsinore however, the rider probably means more than any of these things. Anyway, Bailey won his first heat and the Main which gave him the trophy. Eric Olesen gave good battle though, as he charged real hard to win one heat and get second in the final. This Main was really a thriller as it took about three tries to start it and Bailey took the lead right away and was chased all the way to the wire. Olesen would catch Bailey at the end of each fast section, but Bailey rode well and used his available torque to good advantage. T. Longwith chased along all night for a good ride on a fast Greeves for third place.

In the Novice section a surprise was to see a Honda become very competitive in this class, ably ridden by D. Anderson to a solid 2nd. This Honda is being very well tuned by W.K. Dibble, who also rides a mean Honda himself. These two away from E. Shinault's very solid Husqvarna win in this division and G. Lane's well-earned 3rd place on a Bultaco.

350-500 Bash

Once again the 350-500 BExperts had to ride together which in this reporter's estimation adds a lot of interest to the races, as it gives the 350 riders a chance to ride against somewhat faster competition. J. Kato on a BSA Victor did the job on this night but not without some argument from riders like D. Hensley on a Honda. Dean has switched from a Montesa to the heavier machine but has made the transition well. This is one of the most powerful sounding Hondas heard here. R. Prettyman won a solid 2nd in this class by riding steadily and consistently. L. Taylor took 3rd in a class that was marked by as many as 4 restarts, not from falls, but from jumping the gun.

Middle Motor Novices

The 350 class was good and is just about always all Hondas, which is okay, but I wonder if some of the guys have thought, "Let's break up the monotony. How would a 350-this or 35-that go against all those Hondas?" It would be interesting. In the 350 Main, J. Curre tried hard to catch G. Lay as L. Hamby chased both of them all the way to the wire. This is a very difficult class to score, even when you have the results, because some riders have to run against 350's with a 305, or to complicate matters worse, a 250 overbored too far to fit the 250 class, so it must be said that in this class, you have the winners, and the moral victors. Also, a comparatively new rider, Bob Niemann, who has only ridden here around 7 times, got a 5th behind Curre's 4th which is really moving up. Hope to see YOU at Elsinore next time.

(Results on page 16)

MONTANA TWO-DAY MEET

By Charlie Rossell

Klemencic Memorial Scrambles and Fort Benton Hillclimb

The Great Falls (Montana) Cycle Club had a real work out the weekend of Oct. 7 and 8, when they hosted two separate motorcycle events. Saturday the club sponsored the first annual Joey Klemencic Memorial Scrambles in Great Falls. Then Sunday the Great Falls M.C.'ers traveled 41 miles to Fort Benton, Mont. to stage the Annual Fall Hillclimb.

In the Klemencic Memorial Jimmy Slack hustled his Triumph to the Sweepstakes win. He demonstrated what a summer of flattrack and T.T. racing in the Northwest could do for his style. The Klemencic Memorial was a ten-lap Open Class race with the 250's receiving a 50-yard starting advantage over the big bikes. After three laps Slack was able to get by Ray Drwrenski on his Bultaco and capture the lead. Slack then went on to dazzle the crowd with his spectacular style, crossing the Bonneville up in the corners and doing wheelies down the home stretch.

The 250cc Main was won by Drwrenski (of Casper, Wyoming) but the battle for the second place spot between Jim Klemencic on a Sprint and Dick Hart riding a Bultaco was the crowd pleaser. After a six-lap bar-mashing contest Klemencic from Great Falls was able to get by Hart, also a local boy, to nail down the second place gold.

The 100cc Main was a go from start

to finish. With the exception of a couple of high school students, the tiddler riders were from the junior high go-fast set. Butch Klemencic, Great Falls, on a fast Hodaka smoked off the line and built up a solid lead over Honda-mounted Ron Komar also of Great Falls. Coming into the second turn during the third lap Butch was a little heavy on the loud handle and had to take the escape road. Komar took over the lead, didn't make any mistakes and nailed down the first place spot. Komar was followed by Jim Nesbit, Great Falls, on a Honda with Wayne Lucky, also a local boy, on a Moto-Beta holding down the show position. Not enough big bike riders showed up to make a class.

The Joey Klemencic Memorial Scrambles was organized by the Great Falls Cycle Club in memory of Joey Klemencic who was killed serving with the Marine Corps in Vietnam. His father donated the trophies for the event.

On Sunday the action turned to Fort Benton where Dave Hardin from Spokane, Washington was the first rider in competition ever to top the 250 foot hill. In the 500cc class Tony Stimak of Great Falls rolled his thumper 240 feet to win. Dick Hart, also of Great Falls, went 230 feet up the hill to take the 250cc honors.

(Results on page 16).

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100cc class

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100cc Novice Class

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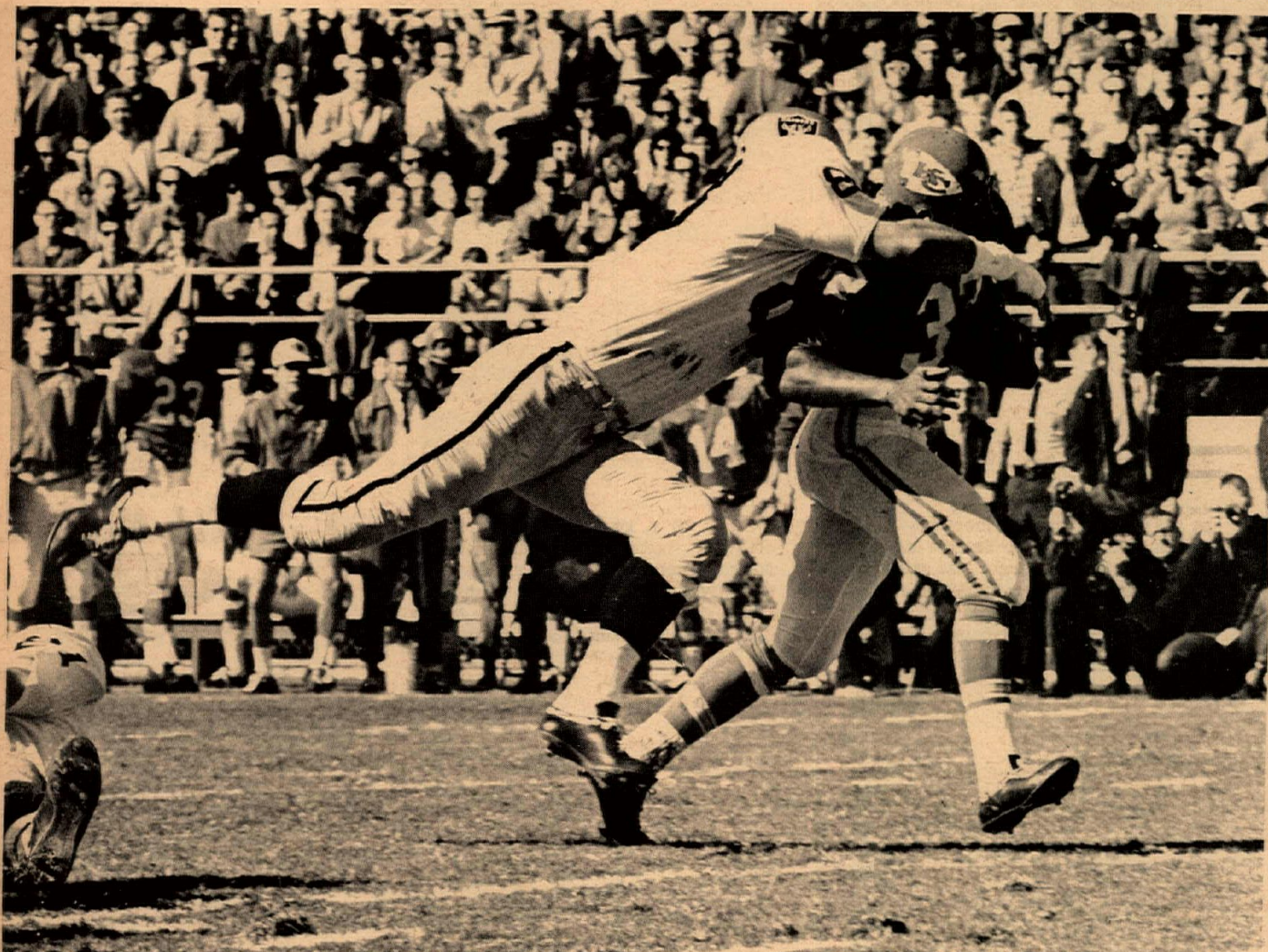
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FOOTBALL'S GOODWILL MOTORCYCLE AMBASSADOR

By Jim Scott

Photos courtesy of Ben Davidson



Oakland Raiders professional football star Ben (The Tree) Davidson tackles rival Curtis McCInton during game at Kansas City, Mo.

If President Johnson would like to improve America's Latin American relationships, he should buy up the Oakland Raider contract of Ben (The Tree) Davidson.

Davidson gets around like Lemuel Gulliver and especially south of the border, where the jolly 6-8, 280-pound end looms as large as Swift's hero among the Lilliputians.

Ben's size, plus his fierce red up-turned mustache, makes him perhaps the most feared in pro football but, off the field, he outdoes the Jolly Green Giant when it comes to making friends.

LATIN RAPPORT

Ben has an abiding interest in other people — particularly Mexicans. "The pace of living in Mexico appeals to me," said Davidson. "Things are more sensible down there; people worry about their bellies, not about keeping up with the Joneses."

"When I was 16," continued Davidson, who grew up in the Mexican section of Los Angeles, "my brother and I bought a tandem bike and rode all the way to Mexicali and back during our Christmas vacation. I've been back a dozen times since."

He enjoys traveling as much as playing football — and the latter certainly provided considerable of the former. Each year when he went East to join another National Football League & Club, Ben could take a different route. He has visited every state in the union as well as Canada.

Probably no one else brings home so much of the country with him. Ben not only takes color pictures wherever he goes but he also uses a tape recorder in which he describes on the spot his impressions of the land.

An outgoing fellow given to practical jokes, Davidson particularly enjoys riding buses through Mexico. After listening to the women gossip about his size in Spanish, Ben suddenly starts agreeing with them in their tongue.

"I had to speak Spanish to get along in East Los Angeles," he explained. "I also took Spanish at the University of Washington (where he took part in the Huskies' Rose Bowl victories of 1960-61)."

Eager to get closer to the land and people of Mexico, Davidson rode his motorcycle on a 30-day, 3400-mile odyssey down to LaPaz, at the tip of Lower California. From there, he crossed the gulf and returned via the mainland of Mexico. ("I've had this thing about Mexico since I was 15, and I can't get it out of my mind.")

Not even the Peace Corps travels more economically, for Ben spent only

\$1 on lodging.

"There are no motels," said Ben. "Rather, lodging is in the homes of the farmers. And this was the main reason for my trip. I wanted to get to know them better. Also I was afraid they'll build a big highway through there some day, and I wanted to see the country before it happened."

He carried K rations, sleeping bag, a spare gallon of gas, a can of oil, plus a 22 automatic and a box of shells. The weapon was for mountain lions that might come prowling around him when he was roughing it.

Wasn't it hard to make contact with the isolated settlers, this writer asked.

"Oh, no," replied Ben, "they could always hear me coming. And, since so much of the country is hilly, they often could see me. I had to let my beard grow for protection against the wind and the sun. And I was pretty smelly, too. All this impressed the Mexicans. They also were fascinated by my motorcycle. They'd never seen anything like it. In the little towns, everybody came out to admire it. They'd ask if they could ride it. They'd also ask me what I did. When I told them I was a football player, they didn't understand it, since I said no, it wasn't soccer. Finally, I just told them I was a 'deportista' (sportsman) and they

dug that.

"The farms were few and miles apart. The men grew grain and vegetables. They had little money. But they really didn't need it."

At one point he rode two and one-half days before meeting a car going the other way. And, on this desolate stretch, Davidson realized he was running out of gas. At a small ranch, he asked the owner if he had any. He didn't.



Davidson ready to take off on his Triumph for a 3400-mile trip to La Paz, Mexico and back.



Three branches of "The Tree", daughters Jannie, Vickie and Dana, go for a ride with daddy near their Hayward, Calif. home.

"Do you have a .22?" pressed Ben.

"Yes, I do."

"Well, I'll give you a box of shells for some gas."

Thereupon the rancher siphoned some gas out of the tank of his truck.

"I found so many scenic places that I could only have reached by motorcycle. I'll never forget a spot called El Requeson," he said, "and I want to go back and explore it. It's a little island in a small bay on the east coast of Baja. The water is warm and full of fish; the sand is white, and, when the tide goes out, there are little clams left on the mango trees which line the shore. Next time I'm going to take a kayak along so that I can see the whole bay."

Davidson encountered several miniature lakes where the unpaved road had been washed out. "I would never have made it in a car," he said. "But it was easy on the motorcycle. I'd merely circle back over the farm land and rocky hills till I caught up with the road again."

At La Paz, Davidson looked up Arturo Grosso, who has written so much about Baja California, and he also visited other authorities on the land.

"I had no change of clothing," admitted Ben, "so I was pretty grimy and smelly when I reached La Paz. On the entire trip I managed only two showers, although I did bathe twice in roadside lakes. On the ferryboat to the mainland, some tourists invited me to shower in their stateroom."

"My second shower was at Santa Tomas, where I paid 50¢ to sleep, I always tried to help my hosts in their work. Here the next morning I noticed the men planting palm trees. They were having trouble raising them. So I pitched in. I soon was doing the work of three men. And I stayed with it for eight hours. I kidded the landowner by telling him I'd get \$4 an hour for this sort of work in the U.S. He wanted to know what he could do for me. I told him I'd like a shower. So that accounted for my second shower of the trip."

LOVABLE GIANT

"At Hermasillo, I fell in with some other motorcyclists. One of them looked like Dean Martin. I told him so. 'Who's Dean Martin?' he asked."

"They called me 'Kaliman,' I told them I wasn't German. But they just laughed. 'We know what you are,' they kidded. Later I learned that Kaliman was a friendly giant who appears in Mexican comic strips, radio and TV. Wherever I would go, the kids would yell: 'Kaliman, Kaliman.'"

"With these cyclists, I even attended a wedding party."

Wherever Ben stopped on the mainland for gas, the attendant was entranced by his new motorcycle. At Caborco, a station helper asked to ride it. "I let him," said Ben. "And he came back with tears flowing toward his sideburns. I'll bet he really opened it up."

At Caborca, Davidson was welcomed into the home of a factory worker, and he stayed for a few days. He visited the cotton gin where his host worked, helped him with his potato chip business in the backyard.

"The fellow was short of sacks," related Ben. "I promised to mail him some. So I did send down several hundred. But they were returned to me. I don't understand it, for I had copied down the address carefully."

To satisfy his wanderlust, Davidson plans to open a travel agency when his football career is over. Naturally, he'll specialize on Mexico.

"I want to make a lot of money," admitted Ben. "Not that I'm hungry for it but rather it will take a lot of it to retire to Mexico. You can't get a job there as an American citizen. And you have to show that you're sound financially."

He and his wife even tried to effect the birth of their third child in Tijuana so that they could buy land in her name. But their timing was faulty. Only the native-born can own land in Mexico within 50 kilometers of the ocean and border.

"It really doesn't matter," insists Ben. "We can always rent land for as long as we like around La Paz. I just can't wait to return there. I guess what I like best about Mexico is that there's none of the rush, rush, rush there."

Ironically, that's what it'll take from this ferocious lineman—a fierce rush of passers—for Ben Davidson to assure himself a happy retirement in Mexico.

THE FINISH LINE

By Roxy Rockwood

Mel Lacher continues to be the one-man Harley gang against the BSA squad but things look brighter for '68 according to reports. Week after week it has been Lacher against the field and most of the time he has come up with the fastest heat race and has led the main events on some lap or another just about every time out.

H-D says they will give Mel some teammates for next season and they have two riders in mind who could give Milwaukee the best squad ever on the west coast come next season.

The Triumph boys appeared early in the season to be ready to challenge the BSA hold on Ascot but injuries and other little incidents have wiped them out completely.

Lacher's one-man effort keeps things spiced up but the odds are overwhelming, to say the least. Mel still has more than an outside shot at the point title and it will be close with only three races remaining to be run.

H-D also has high hopes for its new 125cc model for the coming indoor season at San Jose and Long Beach. Three of these new jobs are now being built up in this area for an all-out assault against the Honda 90's in the smaller class under the roof this winter.

On the injury side of the racer list, Gene Romero and Jimmy Odom are both out of the cast. Romero is still looking for a ride in the cars next year but will

also race cycles on a part-time basis. Odom may be back for the last TT and the final two half-mile races at Ascot this year.

Bob Bailey is facing an operation on his dislocated shoulder and Pat Gosch is at his winter home in Omaha healing those two broken arms from the ill-fated Sedalia, Mo. fiasco.

Chris Draayer is well on the road to recovery in Salt Lake City and Mert Lawwill is up in Boise, Idaho visiting and healing the shoulder injury from the Carlsbad road races.

Former cycle champ Joe Leonard had a near-miss at the jackpot up at the Hanford car races last Sunday. He had a big lead with only four laps to go when he spun out. The total purse came to just under \$60,000 and the winner received about 25% of that amount.

A good rumor has it that an Oklahoma oil millionaire who has built and sponsored many cars on the championship trail is looking for a good cycle racer to be his next driver. Are there any takers??

No word on Swede Savage as he was not listed on the recent list of finishers at the NASCAR late model race in No. Carolina. It was a 600-mile event.

TT riders and fans may be able to look forward to another once a month race meet next year at a new track. Plans are now in the mill for this one to give the area riders two a month from June through October.

FUN TIME IN LAS VEGAS

But, honey, I want to do it myself. This was the theme song as the Silver Queens M.C. of Las Vegas, Nevada presented their 1st Annual "Fun For All."

Kicking off the weekend's festivities was a dance, an old-fashioned barbecue and hayrides at the Islander, south of the Strip. Preceding the event the girls had sold "win a bike" tickets with the proceeds going to help their very worthy benefits. Last year they gave food and clothing to some needy Indian families.

The winner of the raffle had his choice of a 50cc Yamaha, Bridgestone, Honda, H-D or Garelli Rex. The happy recipient of her new Garelli was Mrs. Sue Ross, the wife of a Silver City member.

Bright and early Sunday morning both street and dirt riders blasted off on their respective runs. Poker riders for the street toured 150 miles for their cards, while the dirt riders hunted through 45 miles of desert for theirs.

Following the Poker Runs, which ended at Vegas Valley race track, the girls continued their excellent planning with a full afternoon of scrambles. A large field of riders and spectators were treated to a real good show from all classes. Little John Slagle, riding a 50cc Yamaha in the 100cc class, shone brightly, but after three heats had to settle for second behind Mike North on Tom's Cycle Center's Bridgestone. In the big bike go Chuck Hatcher, usually aboard a Bultaco, swung out on a new Triumph to prove that, little or big, he can do the job.

(Results on page 16)

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LEGISLATIVE NOTEBOOK

By Barbara Adams Dahms

In the uproar over safety legislation one fact emerges...loud and clear....there is a connection between safety and legislation. I am not referring to the usual one....that legislation produces safety but rather that a real or apparent lack of safety produces legislation. It is fair to say that most of the people supporting the recent helmet bills, for example, were sincerely interested in promoting safety. We have previously questioned their obligation to force safety on others and there is no doubt that most of them were poorly informed.

Beginner's Luck (?)

Still, they had something going for them....a reasonably impressive number of serious motorcycle injuries. They cited repeatedly the youth of the victims, and statistics, incomplete though they be, indicate most accidents occur in the first year of riding. They also indicate that a good percentage of accidents happen on machines not belonging to the rider. If safety is the goal (and cyclists will certainly agree with legislators that it is a desirable goal) the next step is to study what contributes to safety. While slapping a helmet on all riders may turn some fatal accidents non-fatal it won't prevent, accidents in the first place. Crashbars and eye protection devices may even contribute to frequency and severity of injuries. Obviously, as any of the backers of helmet legislation could tell you, the best way to eliminate accident injuries is to eliminate the accident.

It would seem that accident reduction should start from three things: competent riders, reliable equipment, and reduction of external hazards. Sounds simple but it covers a lot of territory.

Every rider has to learn to ride. Where, how and from whom? Finally we have made an effort to teach young people to drive cars. After about fifty years we have conceded that the auto is a part of our scene and added driver training to the curriculum of most schools. If handled properly this should improve the quality of driving. Who teaches the cyclist? Not the schools. That may take another fifty years. The

dealer? Some dealers have a genuine provision for customer training. They are an exceedingly small minority. The others brief you on the location of the controls and lend you their alley. The manufacturers? The police? Small pilot studies have been tried. Then who teaches the cyclist to ride? Friends. Someone who already rides. It is often a sufficient basic training just as it was for automobile driving for so long. But sometimes it is not. Depends a lot on the friends as well as the agility of the learner.

Respect For The Machine

Learning is more than control handling. It is recognition and preparation for the unexpected hazard, it is driving for everyone on the road as well as yourself, it is really knowing the rules of the road. But most of all it is respecting the machine. This has nothing to do with keeping it clean. It has a lot to do with knowing its capabilities and your own and operating within these capabilities. You're not always likely to learn this at the corner rental agency where you acquire an unfamiliar bike to ride off into the traffic. A fair number of cyclists learn to ride at the corner rental agency just the same. It's probably the second most usual teacher.

How about the equipment? Standardization of any sort just doesn't exist. This is probably a good thing since people aren't standardized either but it isn't as easy to switch from one cycle to another as one car to another. Equipment reliability, lately the subject of legislation and call backs and upgrading in the auto industry, has never been really investigated in the cycle field. Road tests are made and performance ratings given for a sample of each model. Beyond that there is nothing. Word passes from person to person that this machine holds up or that one has problems, but the uninitiated enthusiast who approaches the market to buy a first cycle has no standard and no guidelines except cheerful advertisements about nice people, girl watching and racing trophies.

No one will ever know how many auto fatalities have been due over the years to concern with lines and color combina-

tions instead of proper design and careful construction. Likewise, no one knows how many motorcycle fatalities are caused by a machine that get squirrely in certain situations or suffer parts failures at unexpected moments. (One well known manufacturer supported the helmet legislation saying they were tired of their customers getting knocked off..)

How About THEM?

And then there is everybody else. A contest between a few hundred and a few thousand pounds is a fixed game. The cyclist looks vulnerable out there alone on his machine and he is, if there is impact, but he has a better chance of avoiding the impact than the driver in his 4000 pounds of armor.

This does not, however, eliminate the responsibility of auto driver to be aware that he shares the road with smaller vehicles and to watch for them and consider their requirements. An important part of driver training and national safety program must be the acceptance of the motorcycle as a valid vehicle on the public roads. Perhaps instead of requiring a four-wheel license for motorcycle riders who should also require all autoists to learn to ride cycles. It would go far toward mutual respect.

How About US?

Actually, I don't suggest any of this as subject for legislation, except the eventual inclusion of cycle training in the driver education program. I do suggest that if accident rates continue to rise we will all be the subject for legislation. Every cyclist owes it not only to himself, but to every other cyclist as well, to ride and teach others to ride competently. Every manufacturer owes it to the other manufacturer to build dependable equipment. Every dealer and renter owes it to the entire trade to see that his customers are thoroughly competent on the machine they're about to ride. Confronted with the American faith (even in the face of constant disproof) in laws to solve all problems, the cyclist is at a crossroad of national acceptance or national harassment. A genuine sense of responsibility will go far to turn the corner.

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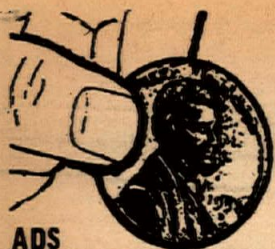
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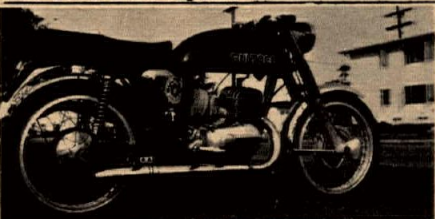
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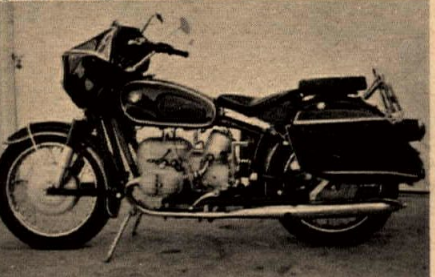
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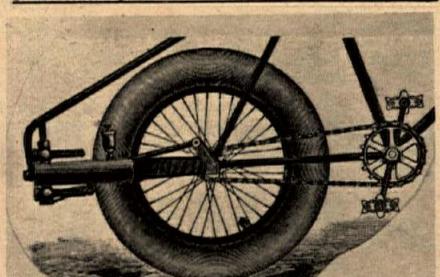
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